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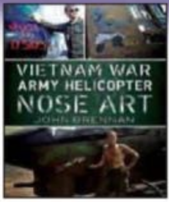

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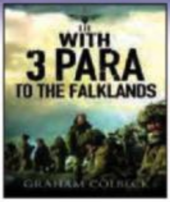

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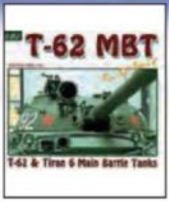

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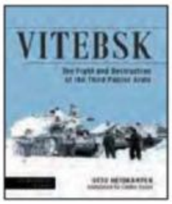

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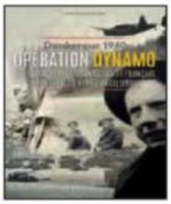

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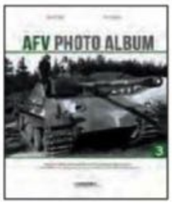

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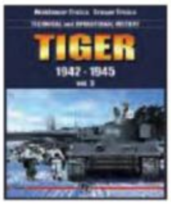

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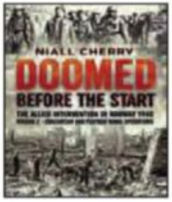

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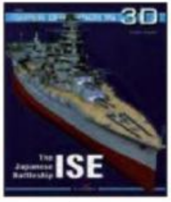

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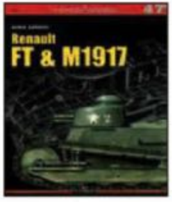

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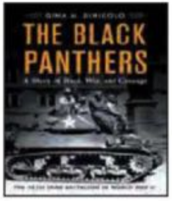

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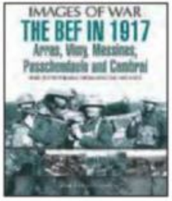

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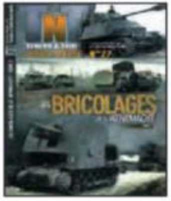

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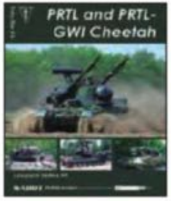

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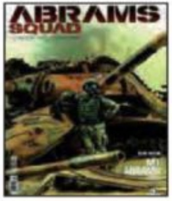

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1/1 = 200mm
1/16 = 120mm
1/18 = 90mm
1/24 = 70-75mm
1/32 = 54mm
1/35 = 51mm
1/48 = 36mm
1/72 = 25-28mm
1/76 = 24mm
1/144 = 13mm
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ellers, under one cover.

5 makes the final push to Berlin.

E-ONE-HUNDRED Amusing Hobby's E-100 gets the MMI treatment.

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FORUM

The phrase 'Chalk and cheese' is the one that comes to mind when considering the two models that adorn our cover this month. In terms of subject matter – wheeled British vehicles – they're not a thousand miles (although in terms of timeframe seventy-odd years) apart, but, in terms of finish and the approach to modelling they represent, they are on opposite ends of the spectrum. We will all have our preferences and I do believe there isn't a right or wrong way to finish our models; at the end of the day, it is a hobby that is designed to provide enjoyment and relaxation (although I must admit I'm not always relaxed after spending an hour looking for that small part that pinged off the sprue, never to be seen again!) What we should aim to be, however, is content with our own approach and develop a range of techniques, materials and tricks that work for us. If this means using pre-mixed weathering products, well, all well and good; if not, equally, good for you. The modelling community is, as they say, a broad church and we should celebrate the hobby in all its diversity.

Diversity is apparent in the subjects for our contributors this month. We start off with two in-depth articles looking at building, painting and weathering of two of **MiniArt's new T-54/T-55 kits**. We take a detailed look at building the **T-55 Mod. 1963**, while **Łukasz Orczyc-Musiałek** paints and weathers a **T-54B** in Vietnamese colours. Our **Armour in Profile** this month looks at the **Jackal** light patrol vehicle, a somewhat odd-looking addition to the armoury of the British Army designed to meet an urgent operational requirement to protect British soldiers in Afghanistan against IEDs. **Anthony Guarderas** then builds **Accurate Armour's 1/35-scale kit** to complement the Coyote Tactical Support Vehicle he built some years ago. Next we have the return of a familiar name, **Luciano Rodriguez**, who shows us how he applied *Zimmerit* to **Tamiya's** Quarterscale **Elefant**, courtesy of **Monroe Perdu's aftermarket set**. We then welcome a new name to these pages, British modeller **Paul Osborne** who converts **Tamiya's ISU-152** to a vehicle used to push railway carriages post-war. Then we join **Alexander Pedan** who builds **Thunder Model's** long-awaited **Scammell Pioneer** and **tank transporter.** Finally, we take our concluding look at last autumn's **Scale Model Challenge** in Veldhoven, Netherlands. Until next month, happy modelling.

David

David Grummitt Editor

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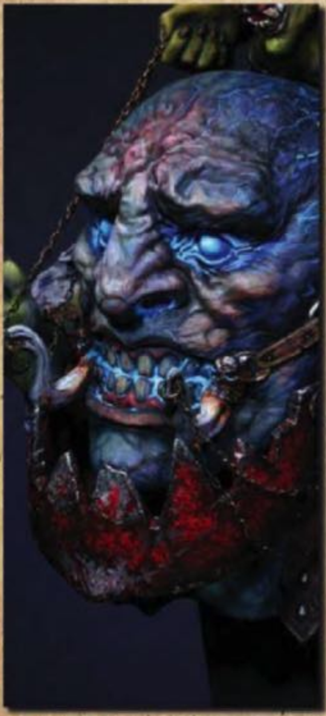
GP-B005 Siege Giant

GP-B006 Amaryne

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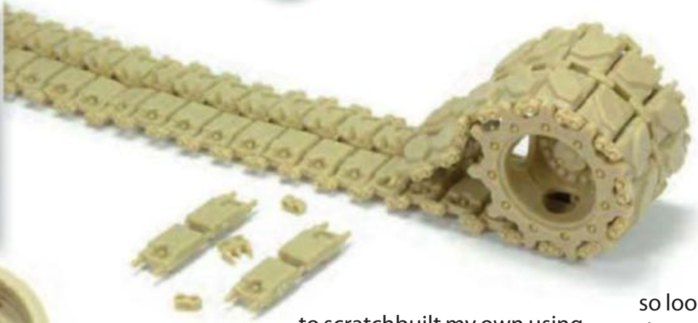
NEWS AT THE FRONT

An in-depth look at some of the latest releases

Panda Model 1/35 David Grummitt

M1 Abrams MBT
1/35 scale



(above) The tracks are nicely detailed and fit the drive sprocket perfectly, even if their assembly is not as tight as it might be.

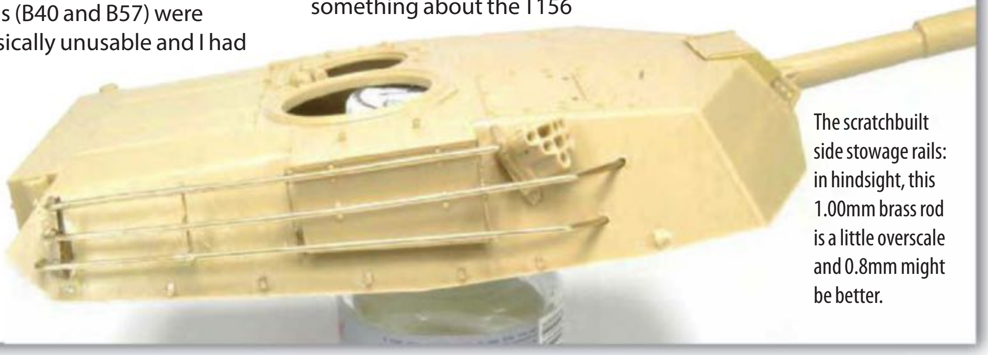
(left) The well detailed roadwheels with their clear hubs.

There is no doubt that the M1 Abrams is one of the most iconic and important tanks of the modern era and as such it has been extensively represented in miniature by all the major manufacturers in all the popular scales. Perhaps surprisingly the original M1 has been relatively passed over by the big names: Tamiya released their version back in 1982, just two years after the tank first entered service with the US Army. For its day, it was a good kit for its time but suffered from the usual inaccuracies and over-simplifications. In 1986 Academy released an M1, which was probably worse than the Tamiya kit, while Esci's 1988 kit was similarly inadequate.

While we have had new generation M1A1 and M1A2 kits from the likes of Academy, Dragon, Meng and Rye Field Model, it has taken until now for a new version of the original 105mm-armed M1 MBT. **Panda Model's M1 Abrams MBT** *(ref. PH35030)* is a welcome release and considerable improvement on the Tamiya kit, but, as we shall see, is not without its issues. The kit contains six sprues of dark yellow plastic, an upper and lower hull, clear sprue and a fret of photoetch. Much of the kit is made up of the four-part individual T156 track links (of more later) and there are only twenty steps in the instruction manual; the original M1 had very clean lines and looking at the kit you might think this is a straightforward build. Overall, the quality of the moulding is good, although on my example the turret sprue (B) was notably softer and had a good (or bad) amount of flash. Indeed, the two turret side stowage rails (B40 and B57) were basically unusable and I had to scratchbuilt my own using brass rod. The roadwheels have the characteristic clear hub of the M1 series and are the correct pattern for early M1s. Their fit to the suspension arms (D4) is somewhat hit and miss though and I had to sand a couple of arms to slip the wheels on. Equally, I found the fit to the lower hull a bit slack, so be careful to line them up correctly so the roadwheels all touch the deck. The details are generally accurate on the upper hull, although the front fuel filler cap (C59) is shown wrongly orientated in the instruction manual. The left rear one is also wrongly orientated but as this is moulded on it'll require a bit of surgery should you feel the need to correct it. One of the few other errors is that the fuel can supplied for the left side of the turret is a contemporary 'Scepter' plastic can. Tamiya had the correct style in their kit, while **Hero Hobby** kits also produce the correct style *(ref. E35008)*. It is also worth replacing the .50cal M2 commander's MG as this is definitely inferior to many of the other versions available.

It's also worth saying something about the T156 tracks. As I said, these are individual links made up of four parts (track and pads, guide horn and two end connectors). The fit of these is rather imprecise, with some guide horns not clicking into place, while some of the end connectors are so loose you'll need to secure them with a little cement. If you decide to assemble the full run you'll need 77 links per side, but I decided to only assemble as much as could be seen behind the large side skirts. Be sure that you fit them in the correct direction: seen from the front the tracks pads should form a 'V'. Actually, the kit tracks are something of a hybrid – T156 on the outside and T158 on the inside – and, in hindsight, I would probably try and source the **T156 link-and-length tracks** contained in **Rye Field Model's M1A1 'Desert Storm'** *(ref. RM-5006)* if I was to do this again.

Markings are provided for four vehicles, all in Forest Green, although you may need to do a little research to verify them as their units aren't identified in the instruction manual. Overall, this is a welcome kit, not without a little work and not to the standard of the latest releases from Academy, Meng and Rye Field Model, but it is recommended if you want to model a 'Cold War Warrior' M1. It's available from good model shops and I picked mine up at Scale Model Challenge for about £40.00.



The scratchbuilt side stowage rails: in hindsight, this 1.00mm brass rod is a little overscale and 0.8mm might be better.

eduard
BEST BRASS AROUND
M3 Lee
1/35 Takom
General set Cat. No. 36373
January 2018
www.eduard.com

LifeColor MMI David Grummitt

Italian-company **LifeColor** produce a range of high-quality acrylic paints that are notable for the vast array of highly authentic colours they offer and the fact that they can be airbrushed and brush painted with the same results. They also dry completely with a nice matt finish, and are thus perfect for painting uniforms

These two new sets take advantage of these properties completely. **British Infantry Uniforms WWII** *(ref. CS41)* contains six 22ml bottles: Water Bottle Bag, Green Tone Gears (for webbing), Yellow Tones Gears (gas mask case and other webbing items), Battledress Light Tone, Battledress Dark Tone and Leather Jacket. The results possible with this set are shown by a beautifully finished Commando bust by Simon Antelmi. **Russian Infantry Uniforms WWII** *(ref. CS42)* takes the same approach for soldiers of the Red Army: Helmet, M35 Tunic, M35-41 Tunic, M43 Tunic, M35-41 Tunic and M43 Trousers. A similarly well-painted piece by Antelmi adorns the box. LifeColor is the Marmite of model paints: some modellers swear by them, while others struggle to obtain consistent results. The range of colours and quality of the pigments are undisputed though and if you have new British or Soviet subjects to tackle then these will definitely be worth looking into. They are available in the UK from the Airbrush Company (www.airbrushes.com), who kindly supplied the review samples, and from good model shops worldwide.

6 AUTHENTIC ACRYLIC COLORS
UA 440 Water Bottle Bag
UA 441 Green Tone Gears
UA 442 Yellow Tones Gears
UA 443 Battledress Light Tone
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UA 445 Leather Jacket
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Painted by Simon Antelmi
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CAMOUFLAGE SET
Matt colours

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UA 447 M35 Tunic
UA 448 M35-41 Tunic
UA 449 M43 Tunic
UA 450 M35-41 Trousers
UA 451 M43 Trousers
Color Set CS42

NEWS AT THE FRONT

An in-depth look at some of the latest releases

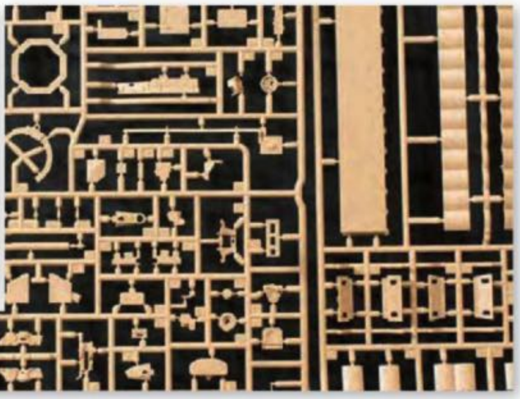
Academy

1/35

David Grummitt

Yes, that's right another Abrams! In today's modelling world, the M1 Abrams family is a bit like the Tigers and Shermans of old – there are almost as many options in plastic as there are of the real thing! **Academy's new M1A2 SEP v2 TUSK II** *(ref. 13504)* is the fourth version of the TUSK (Tank Urban Survival Kit) version of the Abrams and the second (I think), after Dragon, of the M1A2 SEP v2. The M1A2 Abrams, introduced in 1992, incorporated improved frontal armor protection, improved mission electronics on a digital data bus, and implementation of the independent thermal sight (ITS). While 77 new-build M1A2s rolled off the production line, most were upgrades for remanufactured Abrams. The next round of improvements came as the System Enhancement Package (SEP) which added navigation and situational awareness. The additional mission electronics required improvements to the cooling system, both of which increased the electrical load on the tank. In order to operate the tank without the main engine operating constantly, an auxiliary power unit was added to the rear turret basket.

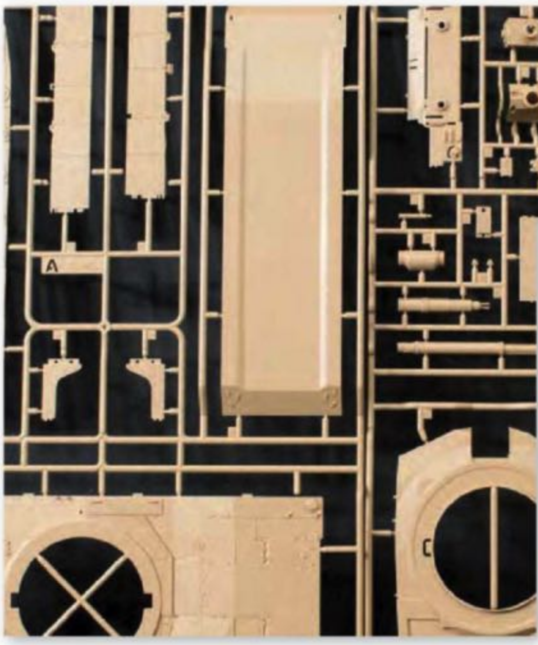
1/35
U.S.ARMY
M1A2 V2 TUSK II
ACADEMY



Further enhancements came with SEP v2 which added improved mission electronics, improved transmission, and the capability to install the Common Remotely Operated Weapons Station (CROWS). The external Auxiliary Power Unit was supposed to be relocated inside the hull, but it was replaced by batteries which provided extended power with the engine shut down.

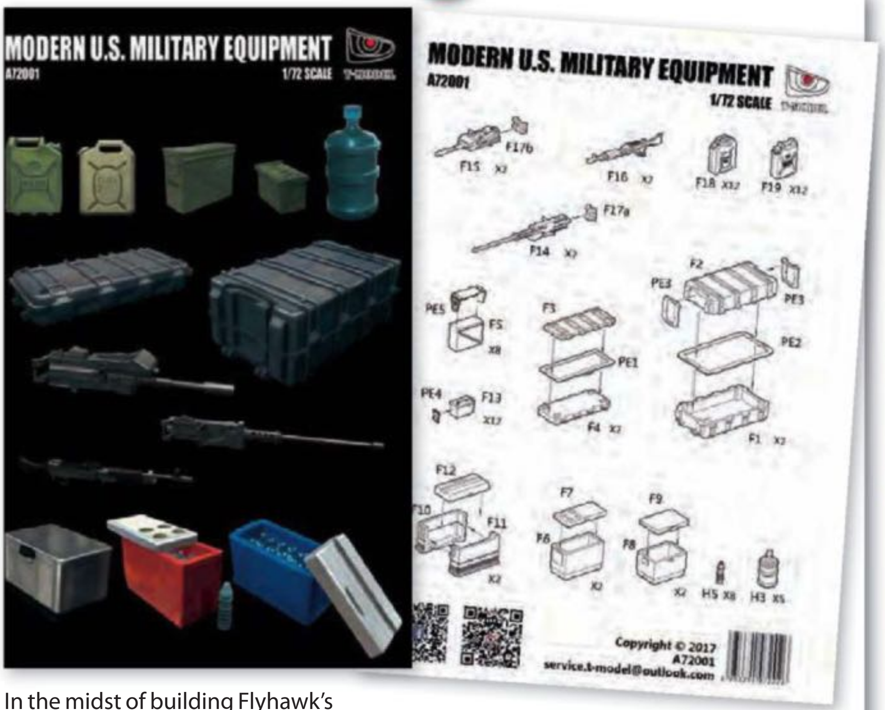
Academy's new M1A2 was released in 2016 (ref. 13298) and with a cleverly simple assembly, sharp details and general accuracy may well be the best M1A2 in 1/35 scale. This new kit updates the M1A2 to represent the version currently fielded by the U.S. Army and seen in a series of NATO-led exercises and competitions over the last couple of years. The kit contains all the parts necessary to model the earlier SEP v1 and TUSK I versions, but this new release contains a plethora of new features. The kit contains ten sprues of finely moulded dark yellow plastic, a clear sprue, a fret of photoetch, 'rubber band' T158 tracks and, perhaps best of all, DEF Model's superb single-link T158 tracks which we reviewed with the recent Academy K2 Black Panther. The options to accurately replicate the M1A2s seen in service in eastern and central Europe recently are all included in this box: commander's and gunner's gun shields over hatches; a VCU in the turret basket; spare track and jerry can stowage on rear racks; optional thermal ID panels; optional CROWS II system; optional Duke CREW system; optional Blue Force Tracker antenna/module; and optional stowed tow bars. Markings are provided for two vehicles: M1A2 SEP v2, 66th Armor Regt, 3rd ABCT, 4th ID, Germany, 2017 (CARC Sand) and a M1A2 SEP v2, 66th Armor Regt, 3rd ABCT, 4th ID, Germany, 2017 (Green).

I will be building this one up for the magazine, but I have to say first impressions confirm my opinion that Academy's newly tooled M1A2 is the best Abrams kit on the market. The options provided are superb and Academy's kits are eminently enjoyable builds. The addition of DEF Model's superb tracks is just the icing on the cake. Put this together with the two recent publications on the M1A2 by Sabot Publications (reviewed this month) and you have a modern U.S. armour modeller's dream combination. Very highly recommended. Academy kits are imported into the UK by Pocketbond (www.pocketbond.co.uk) and available from good model shops. Our sample was kindly provided by Hyun Jin Kim of DEF Model.

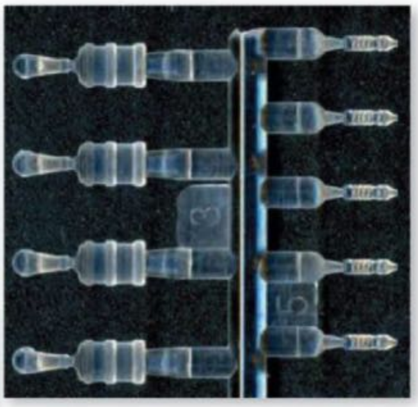


미육군 M1A2 V2 터스크II
U.S.ARMY M1A2
V2 TUSK II

T-Model 1/35 David Grummitt



In the midst of building Flyhawk's sublime M1A2, I was searching the Internet for some Small-Scale modern accessories. As well as the resin sets from CMK, I came across a new name **T-Model** and their **Modern U.S. Military Equipment** *(ref. A72001)*. This is a really nice injection moulded and photoetched set, perfect for complement the M1A2 or Riich Model's recent M109A6 among others. The two sand-coloured plastic sprues contain a range of coolers (perfect for adding colour to modern US vehicles), plastic Scepter fuel and water cans, weapons and ammunition containers, M2 Browning HMGs, M60 and MK19 grenade launcher. There is a clear sprue containing some exquisite little plastic water bottles, as well as larger water dispensers. The photoetch set contains parts for the ammunition containers. This really is an excellent set and highly recommended for anyone building Small-Scale modern US vehicles. It's available from good model shops, including Lucky Model (www.luckymodel.com), from where I purchased mine.



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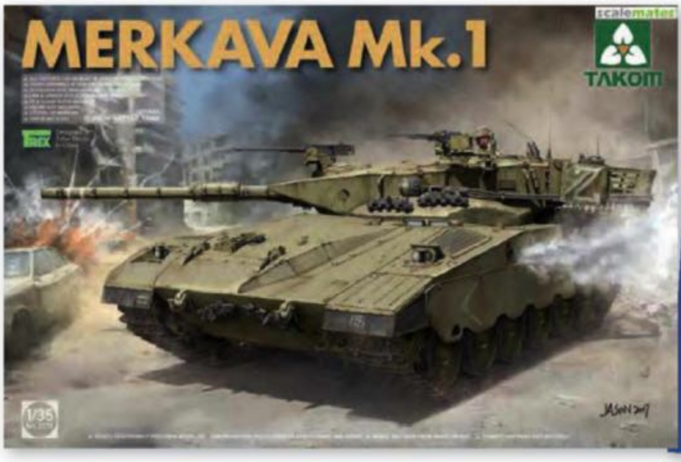
NEWS AT THE FRONT

An in-depth look at some of the latest releases

Takon 1/35 David Grummitt



MERKAVA MK.1
TAKOM
mig

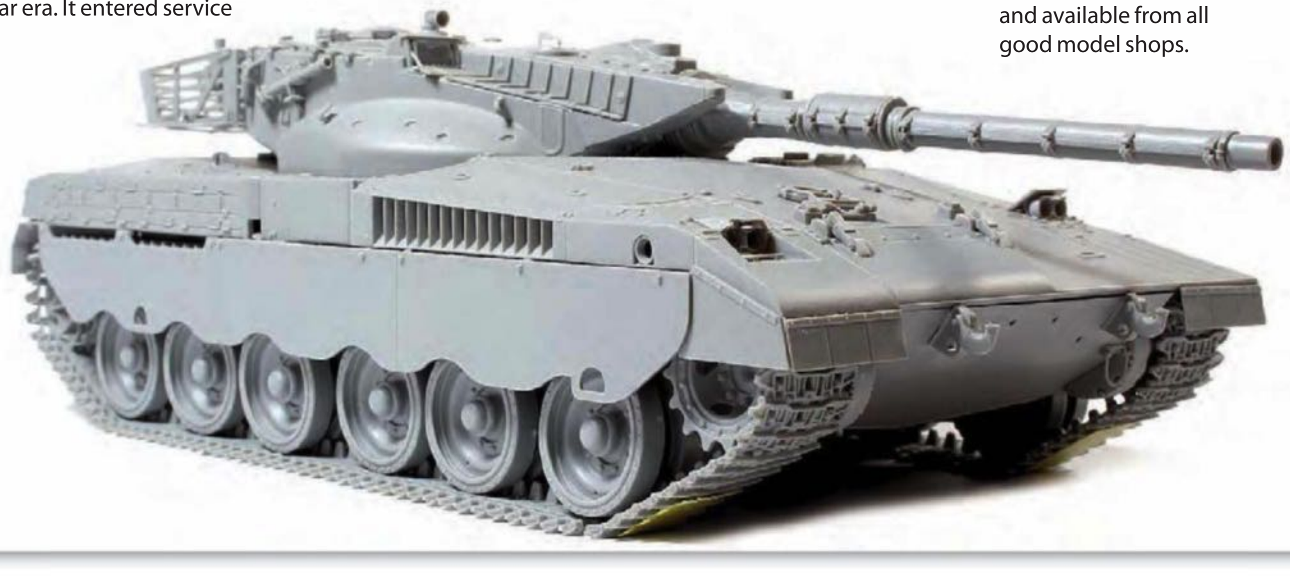
Another 80's era model has bitten the dust: this time, Tamiya's venerable Merkava Mk. 1 (also copied by Academy) has been superseded by two kits from **Takom**.

Now we have 21st-century toolings of the **Merkava Mk. 1 Hybrid** *(ref. 2079)* and the subject of this review, the **Merkava Mk. 1** *(ref. 2078)* itself. The Merkava Mk. 1 was Israel's first home-designed and produced MBT and was, and still is, a revolutionary design with the engine placed to the front of the vehicle. It was armed with a 120mm smoothbore gun and was protected by layers of composite armour, giving it a definite edge over Soviet-produced tanks of the Cold War era. It entered service with the IDF in 1978 and saw extensive action in the 1982 Israeli invasion of Lebanon.

Takom has gained a well-deserved reputation for buildable yet detailed and largely accurate kits and this is no exception. The kit contains a separate lower hull tub, upper hull, and upper turret shell, eight sprues of light grey plastic, one clear sprue, a small photoetched fret, a length of copper wire, a small sheet of malleable metal, two track forming jigs and a decal sheet with two marking options. The well-drawn instruction booklet has 29 steps covered in 18 pages and includes the usual colour insert, referencing AMMO paint, and decal locations for the two vehicle options. The quality of the moulding is very good with very little or no flash on the eight sprues. There are some fine parts that you will need to care when removing from the sprues due to their multiple attachment points and their locations. The level of moulded detail is superb and a huge improvement over the old Tamiya kit and the various available resin upgrades and conversions. Much of the hull detail is moulded in place, but unless you are a real IDF buff with a penchant for detail that borders on OCD then you'll probably be more than content with the level of detail.

Sprue A has removable casting numbers moulded into it which can be added to the turret or to increase the detail on the vehicle registration plate found on the lower hull front and rear. The mesh bottom of the bustle rack and the flexible seal for the upper clam shell door are the only two parts found on the photoetched fret, which will probably please most modellers. The main gun comes in two parts with upper and lower halves and a separate muzzle. The tracks are of the length-and-link tracks and Takom's trademark track jig should ensure that these go together without any trouble. There are some ejector pin marks on the inside of the tracks but those that are visible should be easily removed with a sanding stick. There is also a useful jig for drilling out for the lightening holes on the rim of the idler wheels. Another interesting detail is the ball-and-chain arrangement on the turret rear, designed to protect against RPG fire. Some of the tank deployed to Lebanon in 1982 had these fitted, so check your references.

Overall, highly recommended and a huge improvement over previous versions of this important kit available in plastic or resin. Takom kits are distributed in the UK by Pocketbond (www.pocketbond.co.uk) and available from all good model shops.



FC Modeltips

1/35

David Grummitt

Federico Collada - a sometime MMI contributor - is editor of Blitzscales, a free, downloadable modelling magazine, but he also produces a range of decals and 3-D printed resin modelling accessories. We've received some samples of two decal sets and a very nice 3D-printed fire extinguisher.

Renault FT-17 and M1917 Six Ton Tank *(ref. 35225)* is an extensive decal sheet containing a range of unusual markings for the **Takom** kit. There are two Spanish vehicles from the 1922 Morocco War, a vehicle exhibited before King Alfonso XIII in 1919, two Spanish Civil War tanks, two captured Wehrmacht vehicles, a Brazilian FT-17, a Polish one, a Japanese one from the 1931 Manchurian War, a Russian FT-17, a Lithuanian tank, two USMC M1917s serving in China in the 1927, three French army vehicles from 1940, and a M1917 from the U.S. Army in 1918.

Panhard AML-60 and AML-90 en España *(ref. 35223)* is also for the Takom kits and contains markings for no fewer than 13 vehicles. Again, these are very colourful and provide a range of colourful marking options. For both sets the decals themselves are very thin and perfectly in register. **Pyrene Fire Extinguishers** *(ref. 35470)* contains two 3-D printed fire extinguishers with information placard decals suitable for any World War II British vehicle. These are, again, superbly produced and highly recommended. Check out the FC Modeltips blog (www.fcmodeltips.com) and website (www.fcmodeltrend.com) for the full range of decals and 3-D printed resin accessories and www.blitzscales.com for the latest issue of the free Blitzscales modelling magazine.

112112
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FC·Modeltips
1/35 Scale decals
35223 Panhard AML-60 & AML-90 en España

FC·MODEL·TREND
Pyrene fire extinguisher
T 8106

BLITZSCALES
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C3PO & R2D2
T-55
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(top row)*35225*

(above) *35223*

(left) *35470*

(right) *Blitzscales*

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THE QUARTERMASTERS STORE

A round up of the latest releases

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LAV-150 APC with 20mm and 90mm Guns

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Ref: 72430
SRP: £TBA

See: www.acemodel.com.ua

Ace Model

120mm SP Mortar 2S23 Nona-SVK

Scale: 1/72
Ref: 72169
SRP: £TBA

See: www.acemodel.com.ua

Attack Kits

Marmon Herrington Mk.II MFF (Detailed Version)

Scale: 1/72
Ref: 72902
SRP: £17.80

See: www.attack-kits.eu

Bravo Miniatures

Kriegsberichter (4)

Scale: 1/35
Ref: 35128
SRP: £TBA

See: www.bravo6.diorama.ru

Bravo Miniatures

Kriegsberichter (3)

Scale: 1/35
Ref: 35125
SRP: £TBA

See: www.bravo6.diorama.ru

Bronco Models

Krupp Protze L2H 143 Kfz.69 with 3.7cm Pak 36

Scale: 1/35
Ref: CB35133
SRP: £TBA

See: www.cn-bronco.com

Bronco Models

British Loyd carrier with 6 Pounder Anti-Tank Gun (incl. Crew Figure)

Scale: 1/35
Ref: CB35189
SRP: £TBA

See: www.cn-bronco.com

Dan Taylor Modelworks

Sd.Kfz.222 PE Detail Set

Scale: 1/76
Ref: C-76136
SRP: £TBA

See: www.dantaylormodelworks.com

Dragon Models

U.S. ¼ Ton 4x4 Truck w/.30 cal Machine Gun

Scale: 1/6
Ref: 75050
SRP: £TBA

See: www.dragon-models.com

Dragon Models Limited

MIM-23 Hawk M192 Anti-Aircraft Missile Launcher

Scale: 1/35
Ref: 3580
SRP: £TBA

See: www.dragon-models.com

Dragon Models Limited

M1120 Terminal High Altitude Area Defense Missile Launcher

Scale: 1/35
Ref: 3605
SRP: £TBA

See: www.dragon-models.com

Dragon Models Limited

DAK 15cm s.IG.33 Ausf. Fgst Pz.III

Scale: 1/35
Ref: 6904
SRP: £TBA

See: www.dragon-models.com

Echelon Fine Details

US Armoured Division WWII & Post-War Patches

Scale: 1/16
Ref: P163019
SRP: £TBA

See: www.echelonfd.com

FC Model Trend

Syria Panzer IV Side Boxes (for Dragon kit)

Scale: 1/35
Ref: 35432
SRP: £TBA

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FC Model Trend

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Ref: 35440
SRP: £TBA

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THE QUARTERMASTERS STORE

A round up of the latest releases

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T54/55 Wheel Axles

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SRP:	**£TBA**

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FC Model Trend

Breda Safat MG for Syrian StuG III Ausf.G

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SRP:	**£TBA**

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FC Model Trend

U.S. FT-17 M1917 Marlin Machine Gun

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FC Model Trend

U.S. M1917 35mm Gun

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ICM

WWI Russian MG Team

Scale:	**1/35**
Ref:	**35698**
SRP:	**£8.50**

See: www.icm.com.ua

ICM

Sd.Kfz.251/1 Ausf.A

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SRP:	**£21.87**

See: www.icm.com.ua

ICM

Pz.Kpfw.VI Ausf.B King Tiger (Late Production) with Full Interior and Separate Track Links

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Ref:	**35364**
SRP:	**£34.19**

See: www.icm.com.ua

Inside the Armour

Decals for British Armour in Soviet Service

Scale:	**1/35**
Ref:	**35087D**
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See: www.insidethearmour.com

Hataka

German AFV in Africa Paint Set

Ref:	**HTK-CS90**
SRP:	**£TBA**

See: www.hataka-hobby.com

Live Resin

US Military ATV – Polaris MV 850 ATV Quadrobike (Figure & Stowage Not Included)

Scale:	**1/35**
Ref:	**LRE-35318**
SRP:	**£TBA**

See: www.live-resin.com

Live Resin

US Military ATV Quadrobike Weapons Upgrade Set

Scale:	**1/35**
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SRP:	**£TBA**

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Mantis Miniatures

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Mantis Miniatures

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Scale:	**1/35**
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See: www.mantisminiatures.pl

Mantis Miniatures

Polish Soldier #2/APC Crew

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SRP:	**£TBA**

See: www.mantisminiatures.pl

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Polish Armed Forces/APC Crew

Scale:	**1/35**
Ref:	**35104**
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A round up of the latest releases

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Merkava Mk.4M w/Trophy APS (Active Protection System)

Scale:	1/35
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SRP:	£TBA

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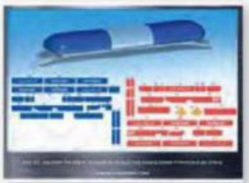

MiniArm

Military Police RF Flasher & Decals for KAMAZ-63968 Typhoon-K (in Syria)

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Ref:	B35162
SRP:	£TBA

See: www.miniarm.com

JAPANESE TANK CREW

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Japanese Tank Crew

Scale:	1/35
Ref:	35128
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See: www.miniart-models.com

BANTAM 40 BRC

MiniArt

Bantam 40 BRC

Scale:	1/35
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German Soldiers with Fuel Drums

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Soviet Infantry Automatic Weapons and Equipment

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ANTI TANK OBSTACLES

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Anti-Tank Obstacles

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Scale:	1/35
Ref:	37018
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T-55 Soviet Medium Tank

Scale:	1/35
Ref:	37027
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T-55 Soviet Medium Tank Mod. 1981

Scale:	1/35
Ref:	37020
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Scale:	1/35
Ref:	37013
SRP:	£TBA

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MiniArt

T-55A Late Mod. 1965

Scale:	1/35
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T-54/T-55 EARLY WHEELS SET

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T-54/T-55 (Early) Wheels Set

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WATER PUMP SET

MiniArt

Water Pump Set

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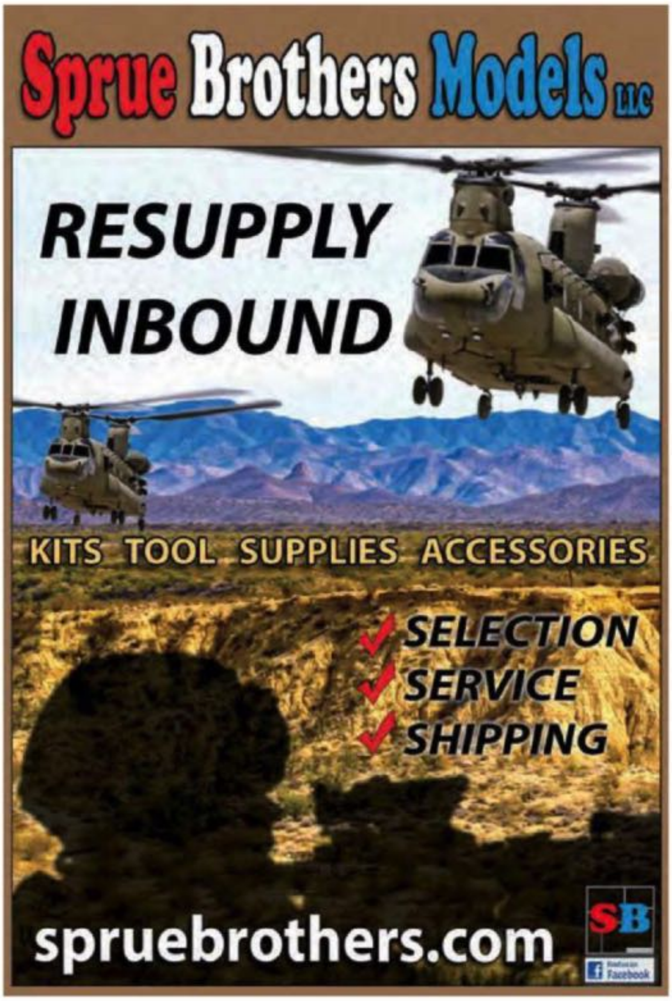

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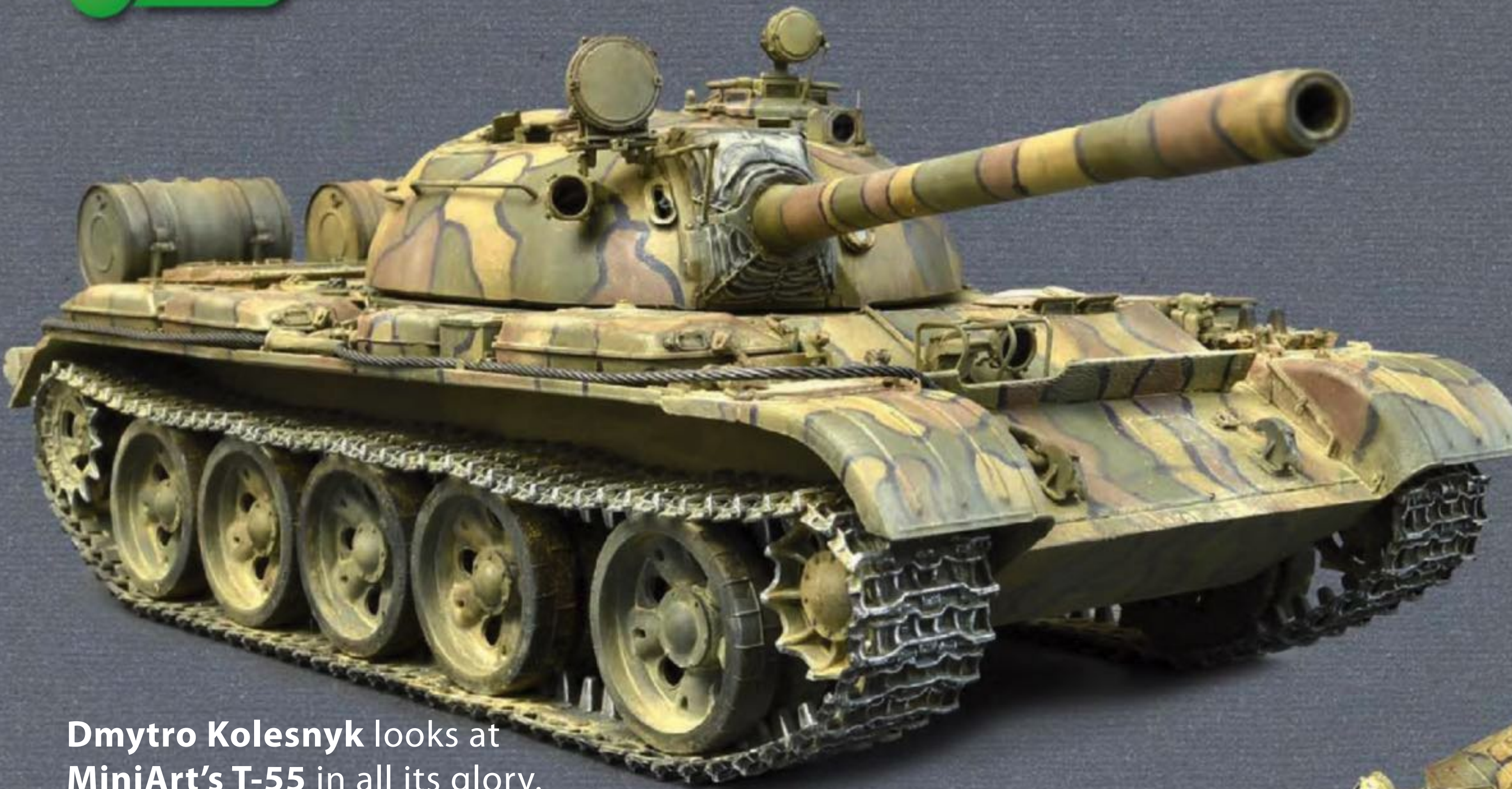
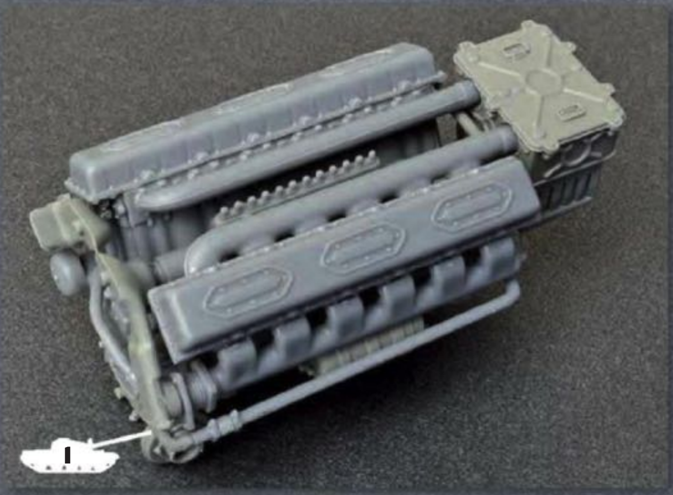
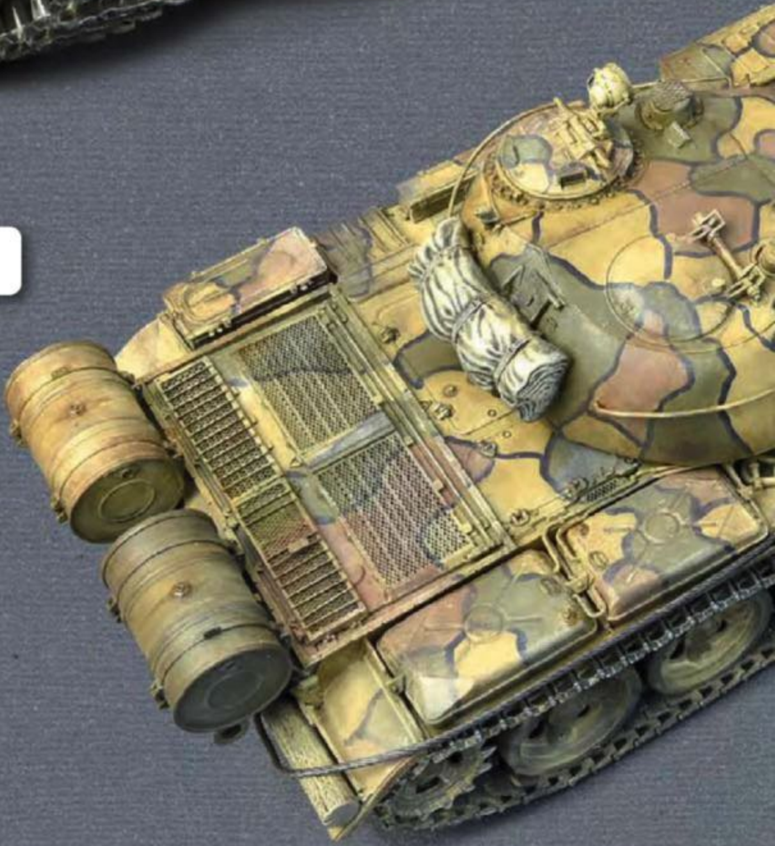
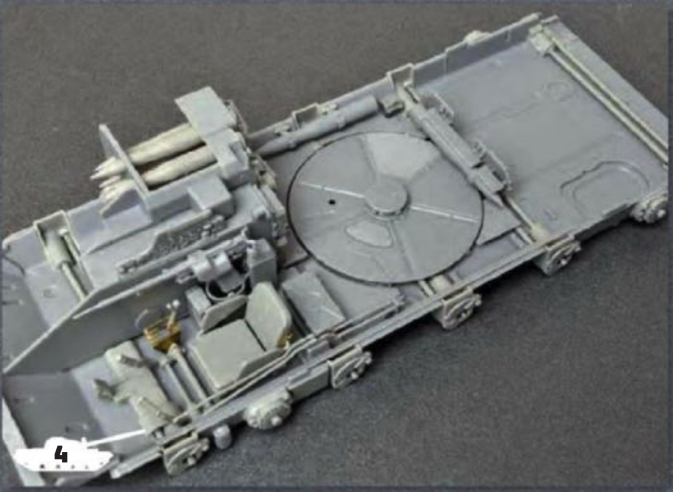


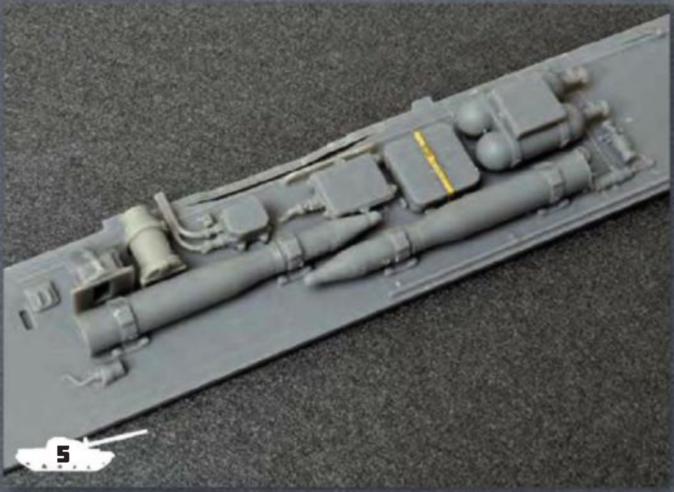
Dmytro Kolesnyk looks at **MiniArt's T-55** in all its glory.

FROM THE BOTTOM UP

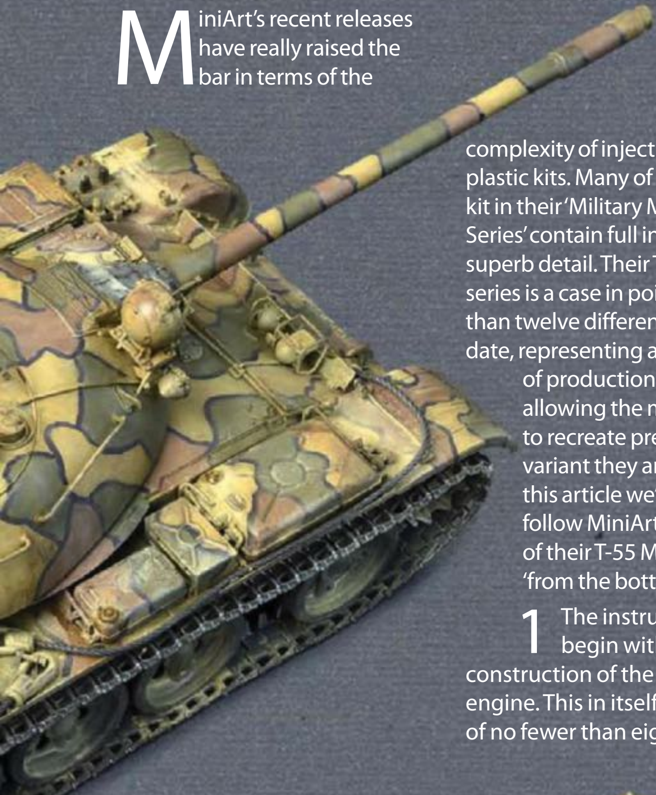


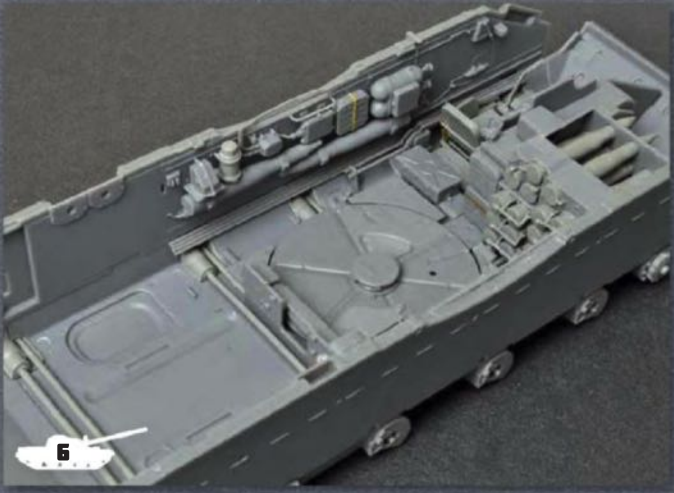






MiniArt's recent releases have really raised the bar in terms of the complexity of injection-moulded plastic kits. Many of the armour kit in their 'Military Miniatures Series' contain full interiors with superb detail. Their T-55/55 series is a case in point: no fewer than twelve different kits to date, representing a variety of production models allowing the modeller to recreate precisely the variant they are after. In this article we're going to follow MiniArt's own build of their T-55 Mod. 1963 'from the bottom up'.





1 The instructions begin with the construction of the V-55 diesel engine. This in itself consists of no fewer than eight steps and, as you can see, results in a nicely detailed replica.

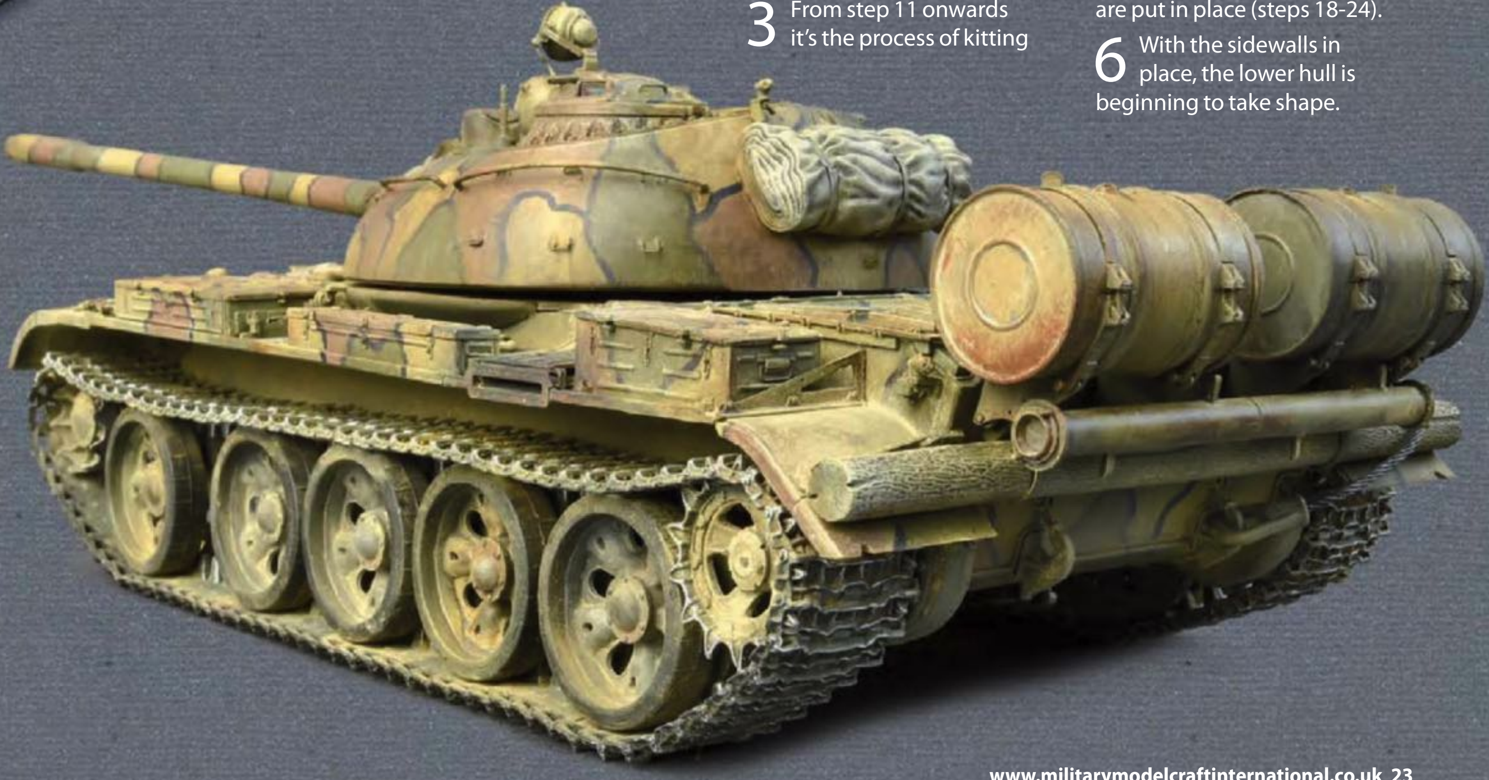
2 Next it's the lower hull, with the separate workable torsion bar suspension. The instructions also show the modifications needed to fit the separately available KMT-5M mineroller.

3 From step 11 onwards it's the process of kitting out the hull interior, with the bottom of turret turntable and the driver's station.

4 Next is the ammunition stowage (steps 14-17).

5 MiniArt's T-55 is a little unusual in that the flat-pack lower hull has its detail added before the side walls are put in place (steps 18-24).

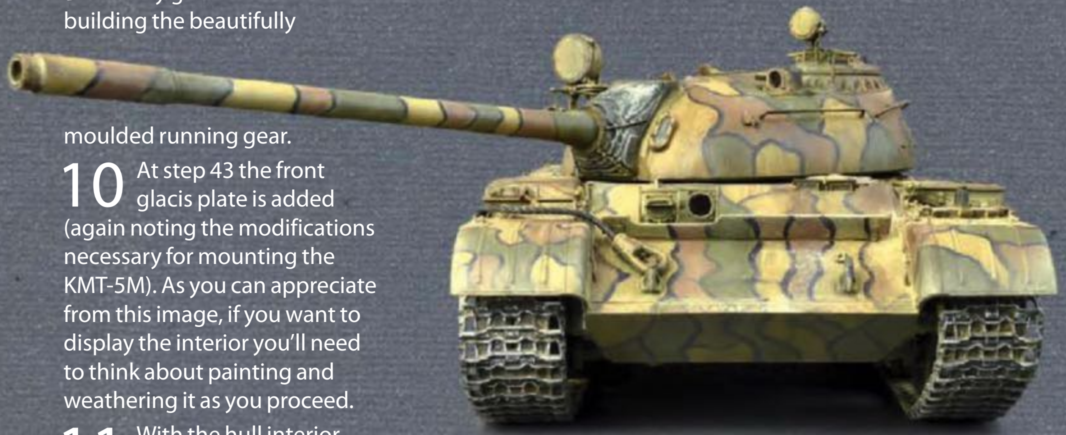
6 With the sidewalls in place, the lower hull is beginning to take shape.



7 Steps 25-30 see work continue on the ammunition stowage and the interior details.

8 More detail to be added to the hull interior and then, at step 35, it's time to add the engine.

9 At steps 39-41 we finally get on to building the beautifully moulded running gear.



10 At step 43 the front glacis plate is added (again noting the modifications necessary for mounting the KMT-5M). As you can appreciate from this image, if you want to display the interior you'll need to think about painting and weathering it as you proceed.

11 With the hull interior complete, it's time to add the top armour plating and the build the engine deck. The latter, as you might expect, is a complex multi-part assembly in its own right (steps 44-51).

12 MiniArt's instructions are busy and you'll need to study them carefully before building, but are clear and error free.

13 MiniArt provide some very nice photoetched grills to finish off the engine deck assembly.

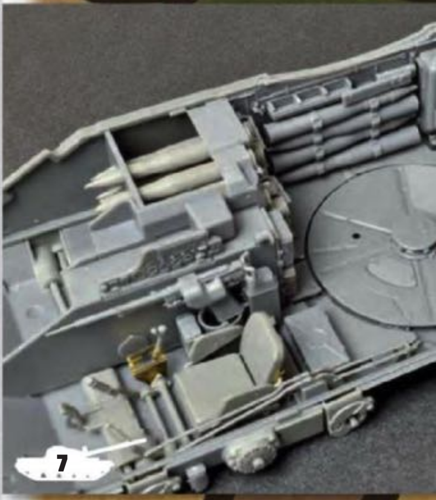
14 Included in the kit are both the early and late-style fuel containers that sit on the fenders and, of course, all the necessary plumbing (steps 52-53).

15 The fenders are a multi-media affair, using a fair bit of photoetch for detailing the tools, stowage containers and mudflap mechanisms.

16 A rear view of the lower hull nearing completion. The instructions call for the individual track links (90 per side) to be added at step 58, before the fenders are attached, but if you leave the running gear unattached and take care you can install them later in the build.

17 Steps 60-65 see the completion of the lower hull with the addition of the optional spare fuel tanks, deep wading equipment and other details.

18 At step 66, work begins on the turret. Again, this is fully detailed with communication equipment and turret ammunition stowage.



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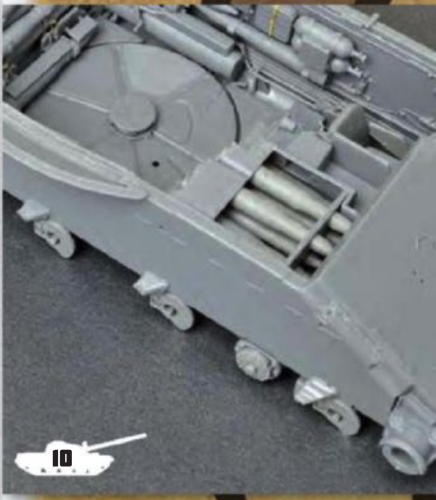

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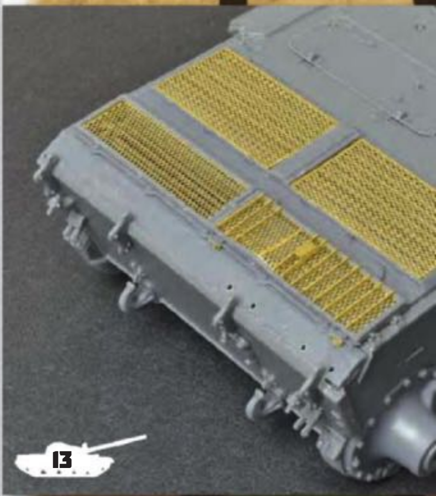

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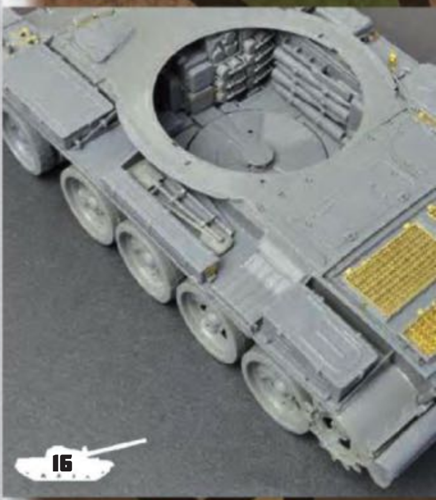

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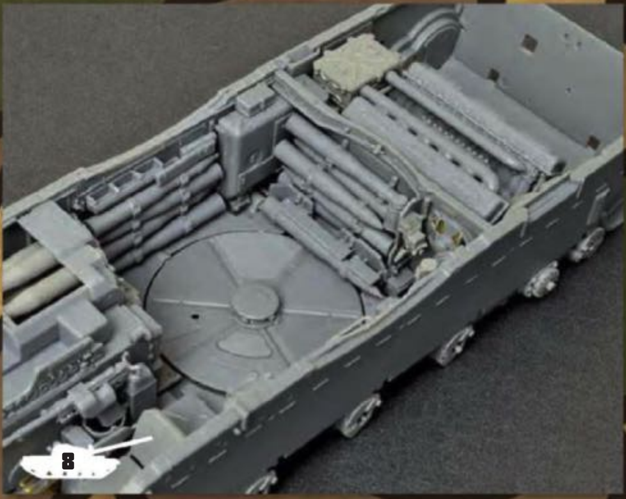
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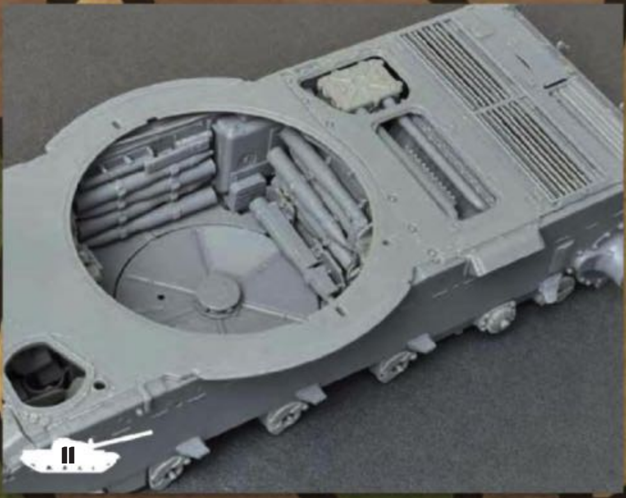
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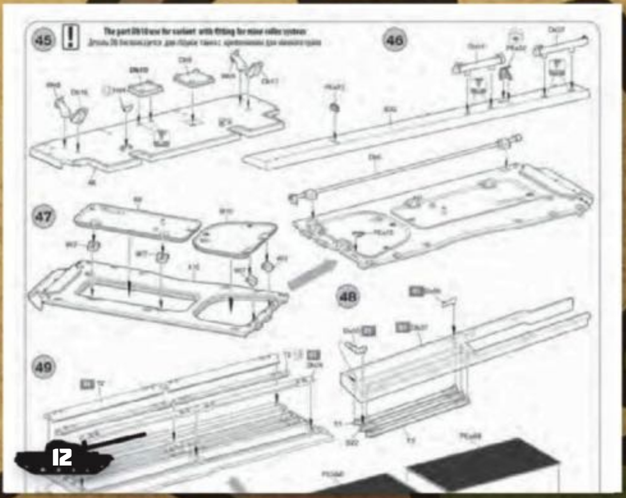
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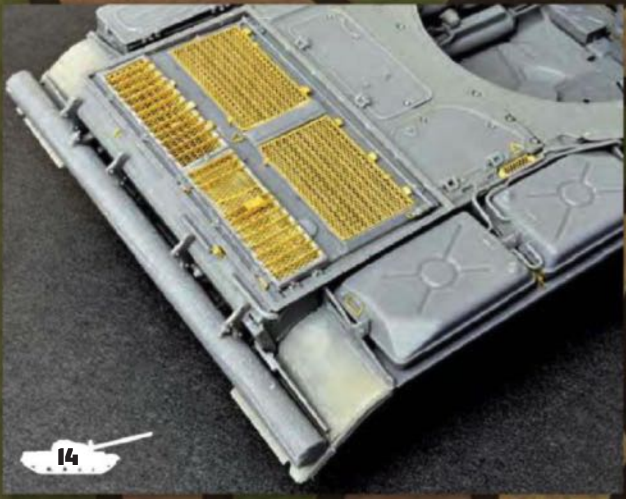
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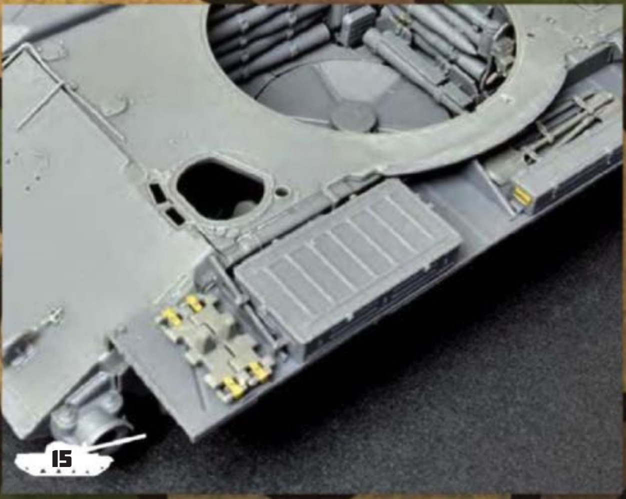
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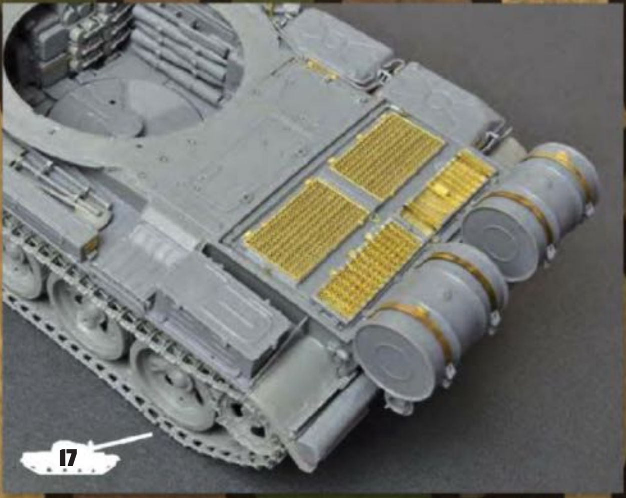
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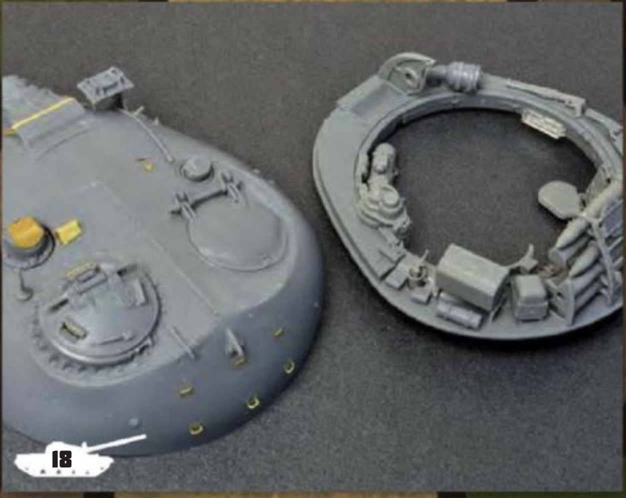
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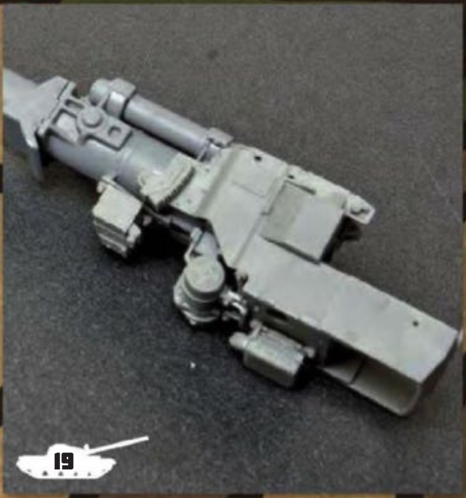
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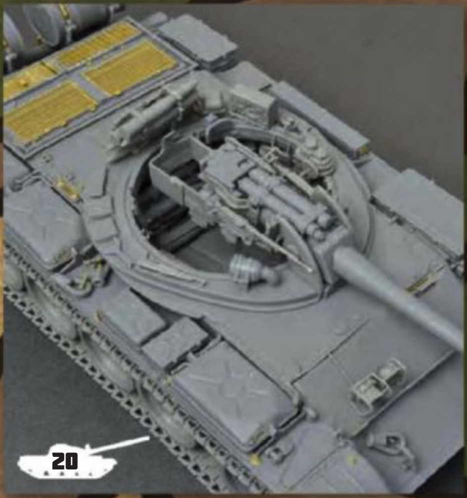
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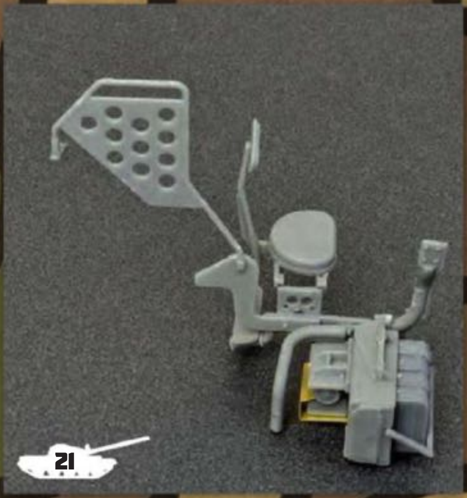
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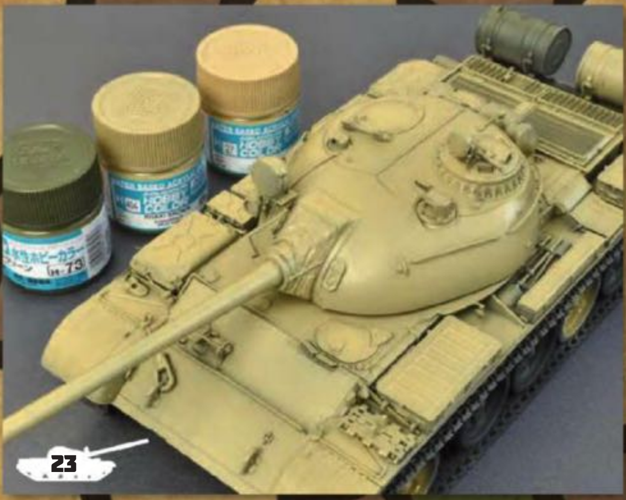
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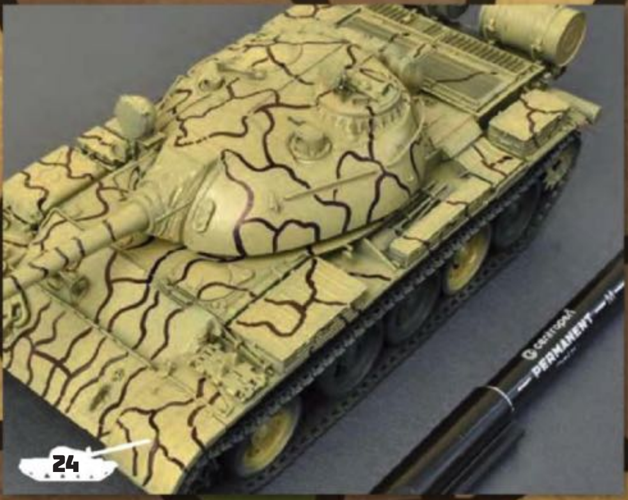
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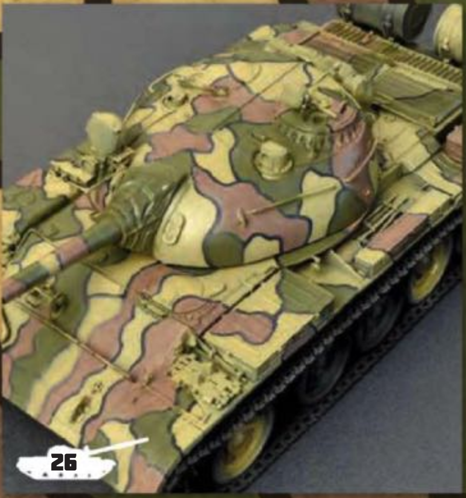
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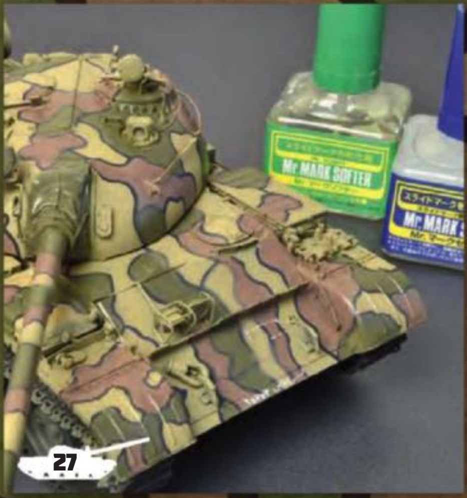
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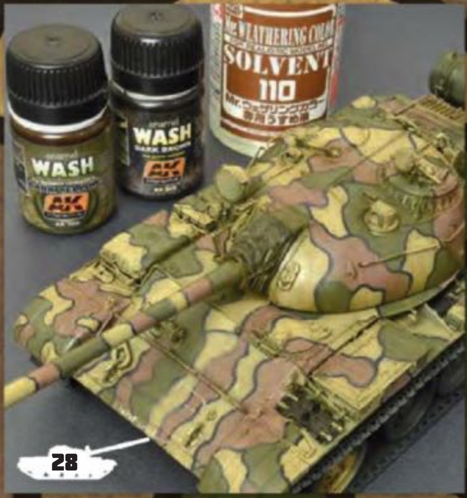
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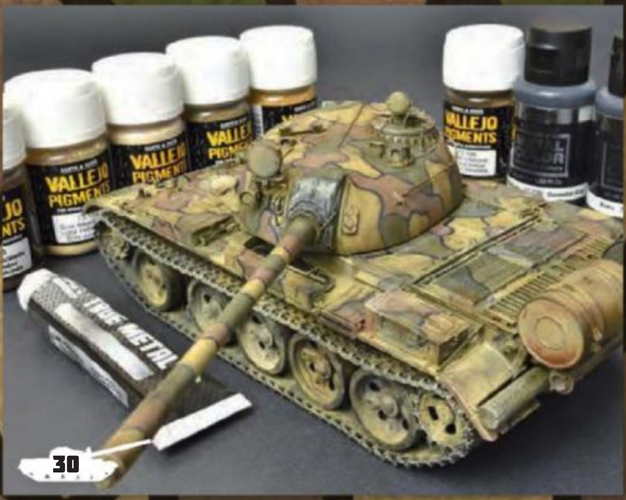
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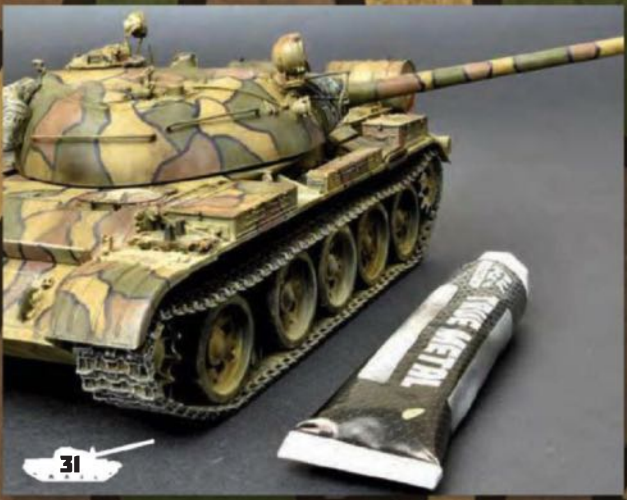
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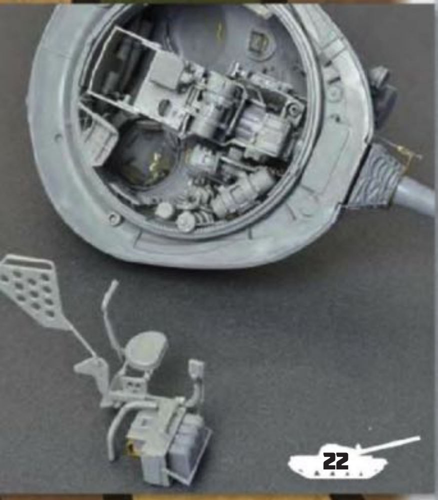
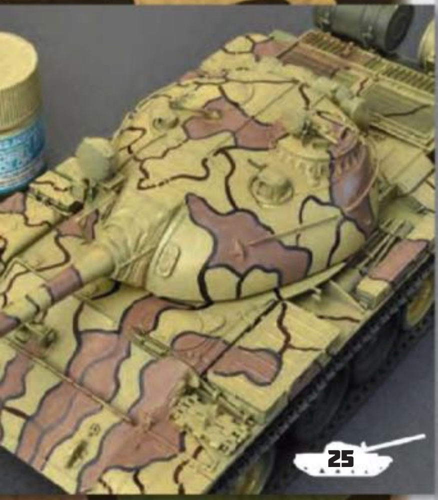
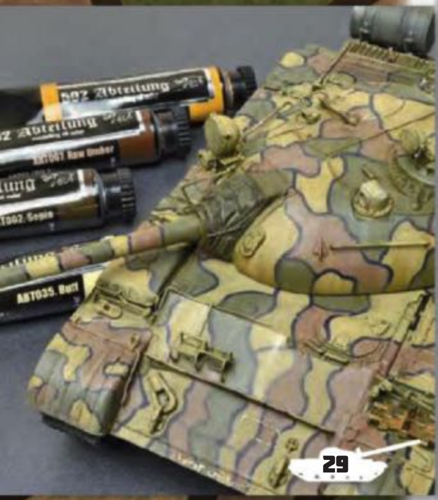
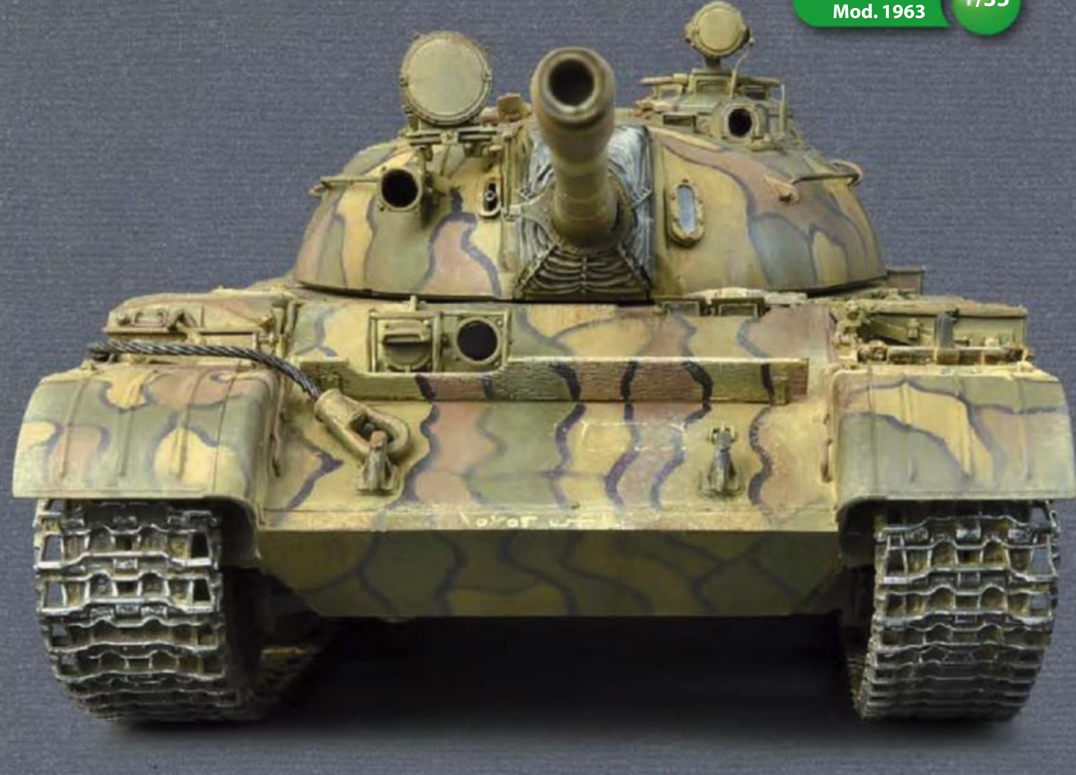








19 Steps 72-76 deal with the breech of the D-10T 100mm main gun. Again this is a very full replica of the real thing. The actual gun barrel (Ga1) is not added until the end (step 100).

20 Here you can see the gun breech and main gun tube mocked up and placed in the lower turret half.

21 Here you can see the sub-assembly for the commander's(?) seat (steps 79-81).

22 The completed turret interior: you can really appreciate the level of detail MiniArt have captured here.

23 The colour scheme chosen for the box art is a Syrian tank from the 1973 Yom Kippur War. The base colour was applied with a mix of Gunze Sangyo acrylics.

24 The black outline to the various patches of camouflage colour was simply drawn on with a black permanent marker …

25 And the camouflage colours painted in using the illustration on the instructions sheet as a guide.

26 The model with the base camouflage colours applied. It looks a little stark at this stage to the say the least, but the weathering process will even things out.

27 The markings, such as they are, settle down nicely with the application of Gunze's Mr Mark Setter and Softer decal solutions.

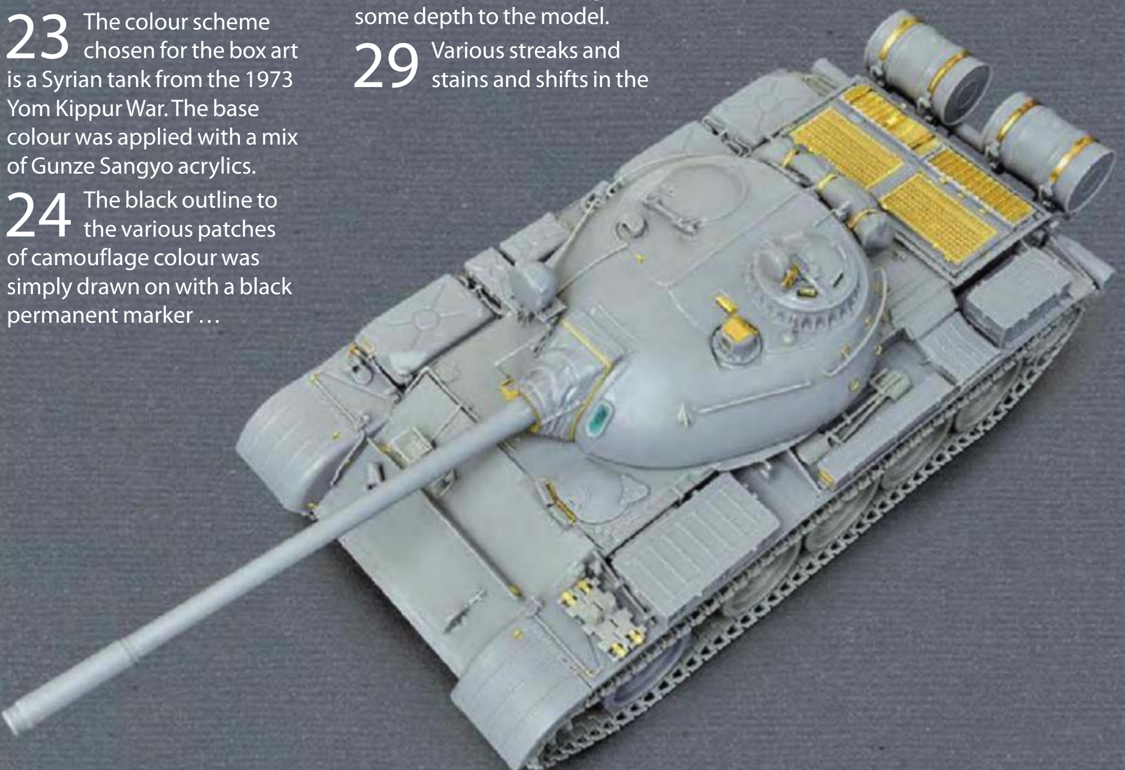
28 AK Interactive's pre-mixed enamel-based washes are perfect for picking out the detail and adding some depth to the model.

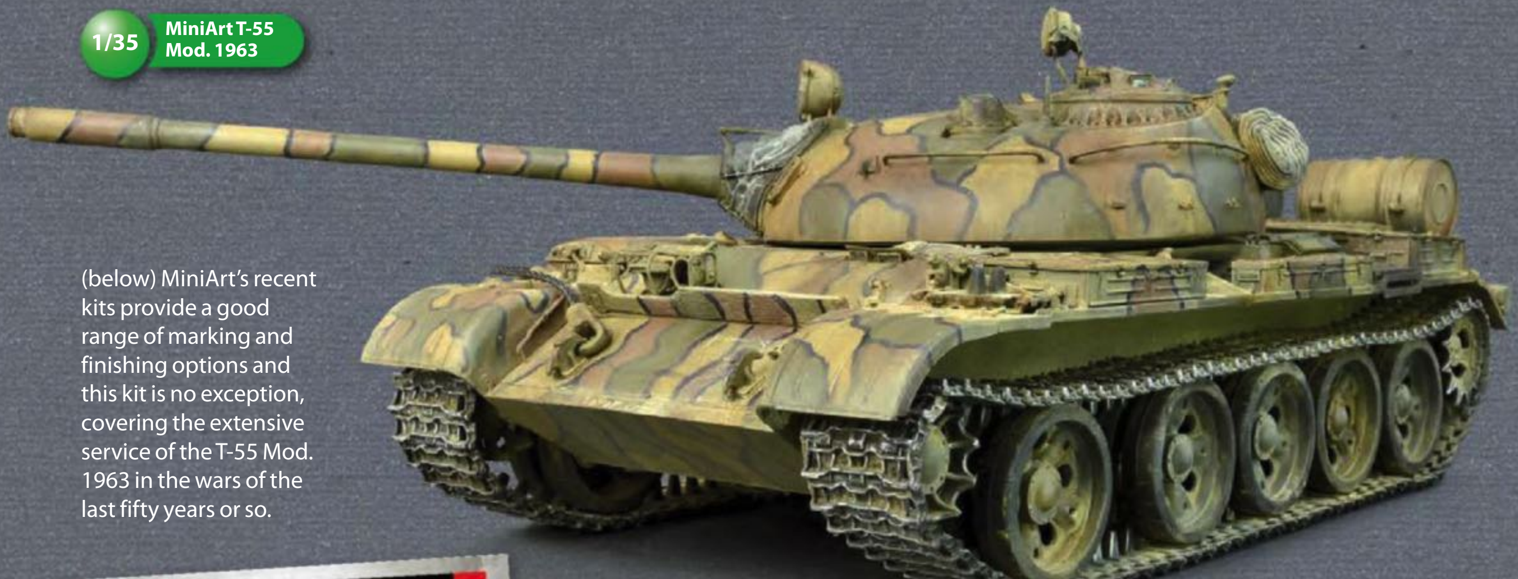
29 Various streaks and stains and shifts in the model's colour are achieved with Abteilung 502 oil paints.

30 A range of Vallejo pigments were used to weather the lower hull, tracks and running gear, and add an overall dusty appearance to the model.

31 AK Interactive's 'True Metal' Steel was used to add the final appearance of worn steel on the tracks. These wax-based paints can be brushed on and then polished to a highly realistic metal finish.

32 Finally, the optics are painted with a coat of Gunze's Clear Red over a flat black base.





(below) MiniArt's recent kits provide a good range of marking and finishing options and this kit is no exception, covering the extensive service of the T-55 Mod. 1963 in the wars of the last fifty years or so.

MiniArt T-55 MOD. 1963 SOVIET MEDIUM TANK 1:35

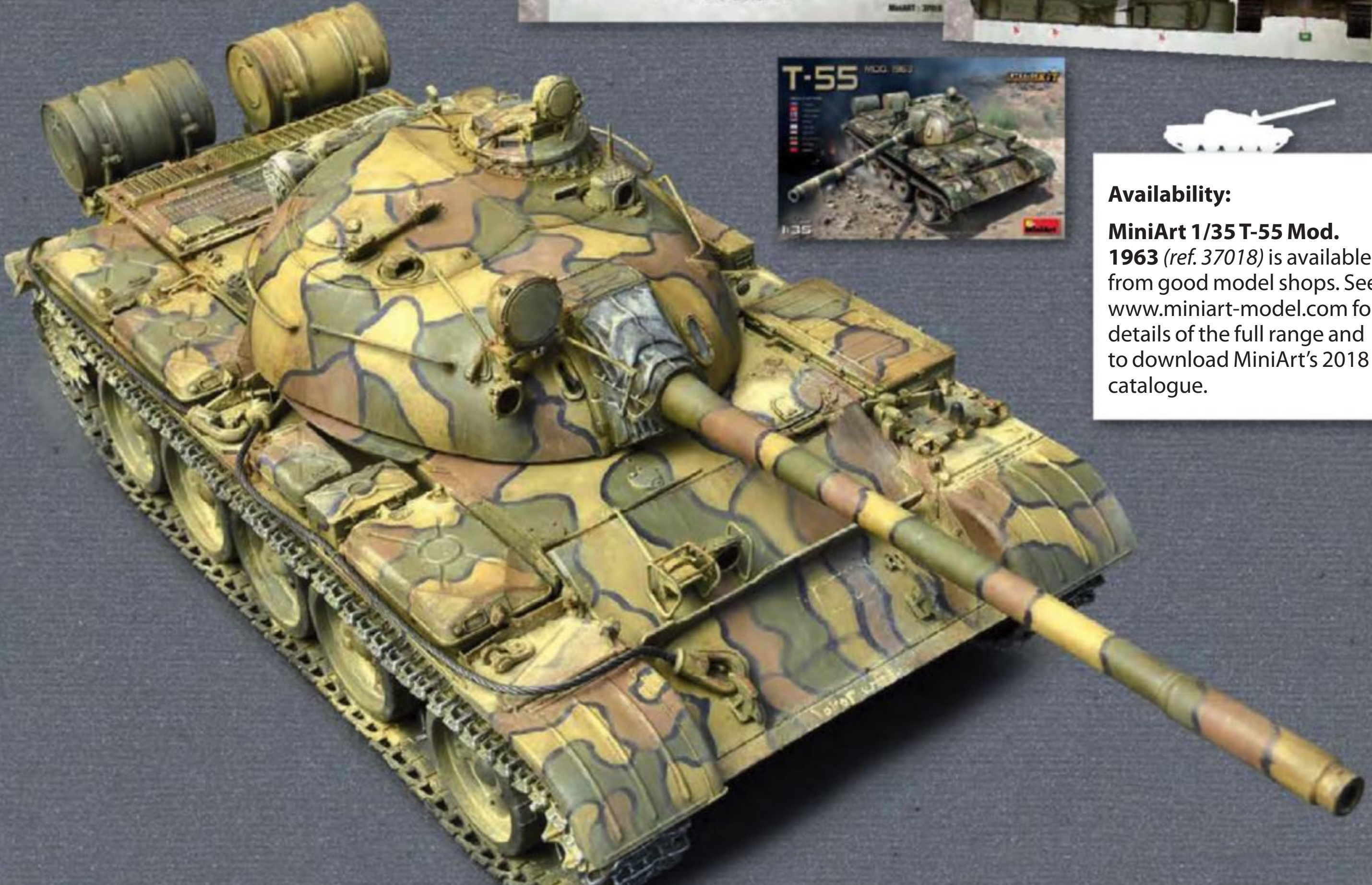
MiniArt T-55 MOD. 1963 SOVIET MEDIUM TANK 1:35

MiniArt T-55 MOD. 1963 SOVIET MEDIUM TANK 1:35

T-55 MOD. 1963
1:35

Availability:

MiniArt 1/35 T-55 Mod. 1963 *(ref. 37018)* is available from good model shops. See www.miniart-model.com for details of the full range and to download MiniArt's 2018 catalogue.



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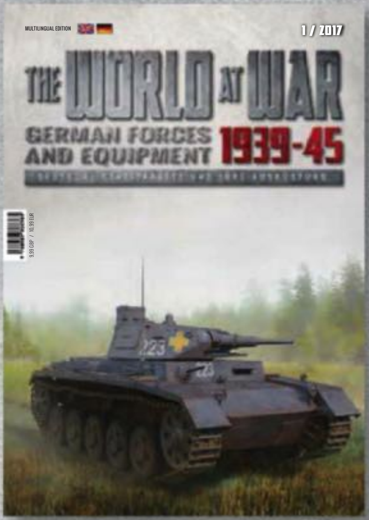
MULTILINGUAL EDITION

1 / 2017

THE WORLD AT WAR

GERMAN FORCES AND EQUIPMENT 1939-45

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THE WORLD AT WAR 1939-45

TECHNICAL DATA PANZER III AUSF. A (SD.KFZ. 141)

Welcome to The World at War – a brand new magazine concept that we at Guideline are very excited about. Published in co-operation with IBG of Poland - a major player in the plastic modelling world both as an importer and dealer and as a manufacturer of high quality injection moulded kits under their own brand - World at War brings together expert knowledge and injection moulding technology to bring you the ultimate kit and reference collection combined.

Yes, it's a kit, but it's also a magazine. The sixteen pages of each issue will include not only the instructions for the kit itself but also a comprehensive profile of the vehicle depicted with details on its history and development, its service use, and the equipment fit that makes it unique, as well as profiles of some of the military commanders under whom it was used. This is not one of those skin-deep generic part series' that glosses over those minor matters that make all the difference – **The World at War** is designed by modellers for modellers and recognises what it is that real enthusiasts are looking for in a kit, and as a publisher of magazines with some forty years' experience of providing expertise to the model-building community Guideline is proud to be a part of this venture.

The kit itself is an exquisitely tooled 1/72 armoured fighting vehicle, engineered and designed for a quick build without compromising on quality or detail. Tooling has come a long way since rubber-band tracks and badly fitting parts and our first release of the Panzer III Ausf. A will build rapidly into a stunning replica of a vehicle so far not kitted in injection-moulded plastic in this scale. The kit is complete with external pioneer tools and all the detail modellers have come to expect in this day and age, but with less of the fuss and a full reference manual immediately to hand to tell you all you need to know.

The magazine will focus on German Military equipment moving forward and building into both an excellent reference library and a fine collection of models in 1/72. With ten issues, and ten unique and high quality kits, a year and a very competitive subscriber's offer The World at War is a publication you really cannot afford to be without!

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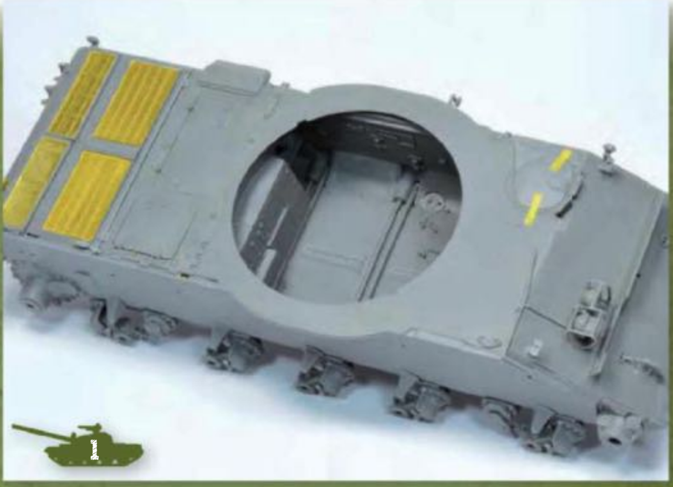
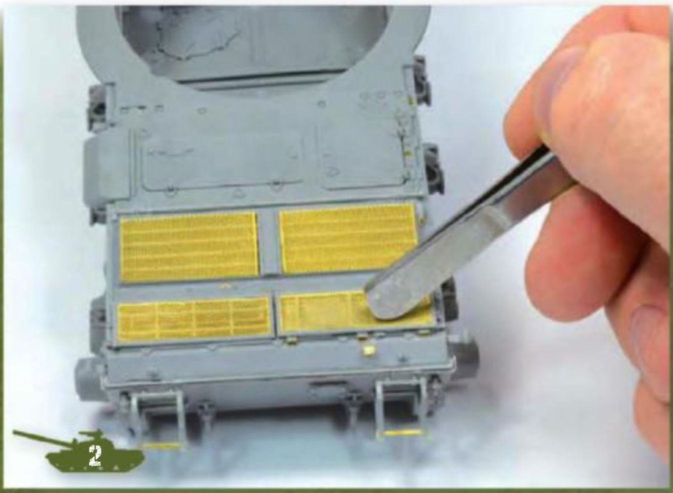
Łukasz Orczyc-Musiałek tackles **MiniArt's** T-54B.

It's Not Easy Being Green

Towards the end of the 1940s, Great Britain, Germany and the USA began to develop new types of medium tanks; not 'medium tanks' in the old sense, but a completely different concept, leading to the birth of what were referred to as 'first generation tanks' (later redefined as 'main battle tanks').

Over in the Soviet Union, along with modernisation of the successful but outdated T-34/85, designers were working on a successor. This was to retain the advantages of the T-34, but would require more powerful armament and stronger armour protection, together with several other improvements. It was decided that the most suitable gun would be the 100mm from the SU-100. Previous attempts to incorporate this in the T-34 had failed due to lack of turret space. After extensive trials, the new tank, the T-44, did not meet expectations. Therefore, under the direction of Alexander Morozov, designers turned their attention to an alternative, designated 'Object 137'. The prototype was built in 1946, and following successful





technical and training tests, this became the T-54. Produced between 1946 and 1949, the initial model was fitted with a turret closely resembling that of the T-44. However, it was soon replaced by a new semi-spherical turret with a cut in the rear, this version of the tank being produced until 1951. Again, a change was made to the turret, resulting in a shape that became characteristic of the T-54, this third variant being produced from 1953 to 1955.

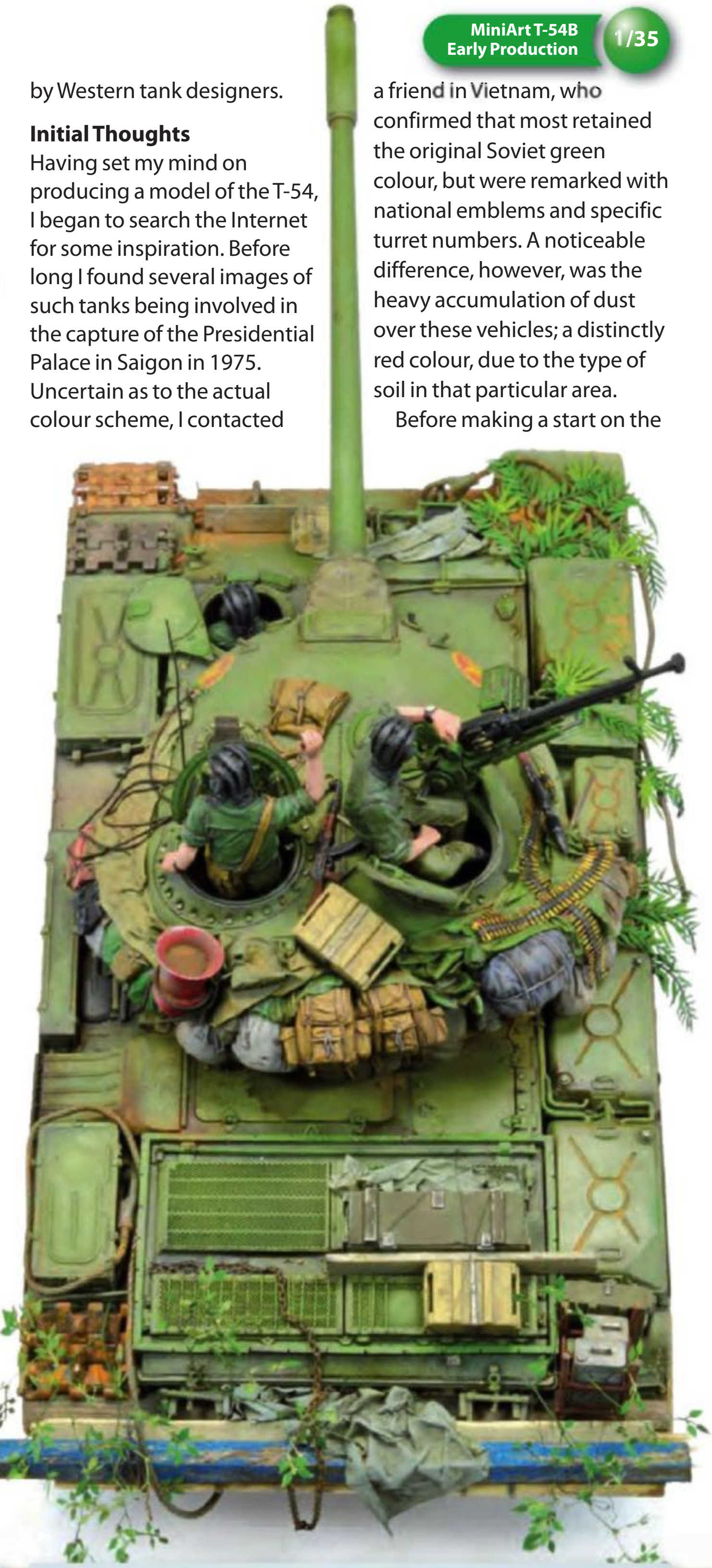
With the basic design established, a series of upgrades began. These included the T-54A, which incorporated a vertical stabiliser, bore evacuator and driver's night-vision equipment; and the T-54B, with a 2-plane stabiliser and further night-vision equipment. In addition, the T-54's hull and chassis formed the basis of several other vehicles including the BST-2 technical support vehicle, MTU-12 bridge-layer, SU-122-54 self-propelled gun, and ZSU-57-2 self-propelled anti-aircraft gun.

As well as the main production being carried out in the Soviet Union, the T-54 was manufactured under licence in both Poland and Czechoslovakia. Used by around 38 countries, the T-54 was (of its time) one of the best tanks in the world; its compact design, low profile, powerful armament, and technical innovations continue to be widely acknowledged by Western tank designers.

Initial Thoughts

Having set my mind on producing a model of the T-54, I began to search the Internet for some inspiration. Before long I found several images of such tanks being involved in the capture of the Presidential Palace in Saigon in 1975. Uncertain as to the actual colour scheme, I contacted a friend in Vietnam, who confirmed that most retained the original Soviet green colour, but were remarked with national emblems and specific turret numbers. A noticeable difference, however, was the heavy accumulation of dust over these vehicles; a distinctly red colour, due to the type of soil in that particular area.

Before making a start on the

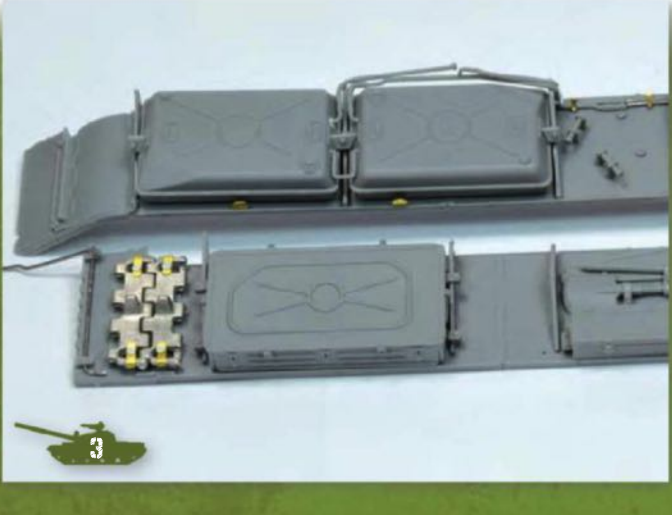


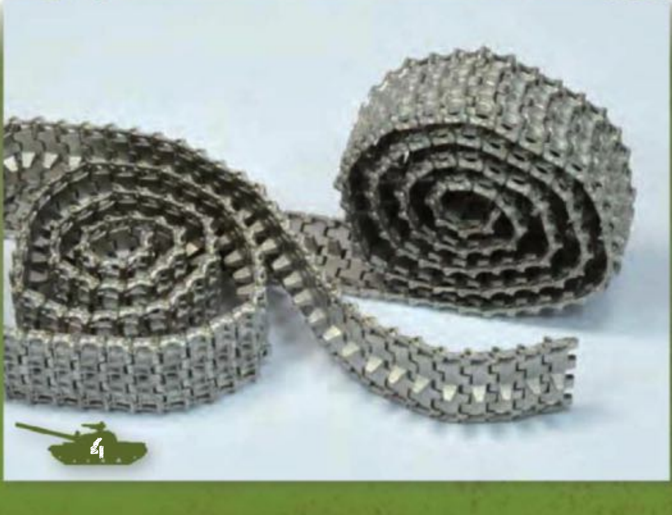
1 Construction of the kit is very complex, as you'll appreciate from the previous T-55 article, and careful study of the instruction sheet is recommended. The level of detail is, however, incredible. MiniArt have certainly raised the bar with their recent releases.

2 The photoetched engine covers were damaged a little with the end of my tweezers. After that they were also enhanced with additional scratchbuilt details.

3 The separate mudguards with all of the details ready to be added to the main hull. Note the metal track links and the fuel pipes.

4 The set of Friulmodel metal tracks replaced the plastic links provided in the kit, but this is purely my preference and is not necessary.





model, I collected various items of stowage to add to the vehicle. These included appropriate pieces from **Paracel Miniatures** (who also provided a set of resin **Vietnamese tank crew** figures), along with items from Eureka XXL and Plus Model (compliments of my spares box). While palm leaves would be the logical camouflage foliage to add to the vehicle, I opted for something slightly smaller, in the form of some **laser-cut paper plants** from the **AMMO** range.

The Model

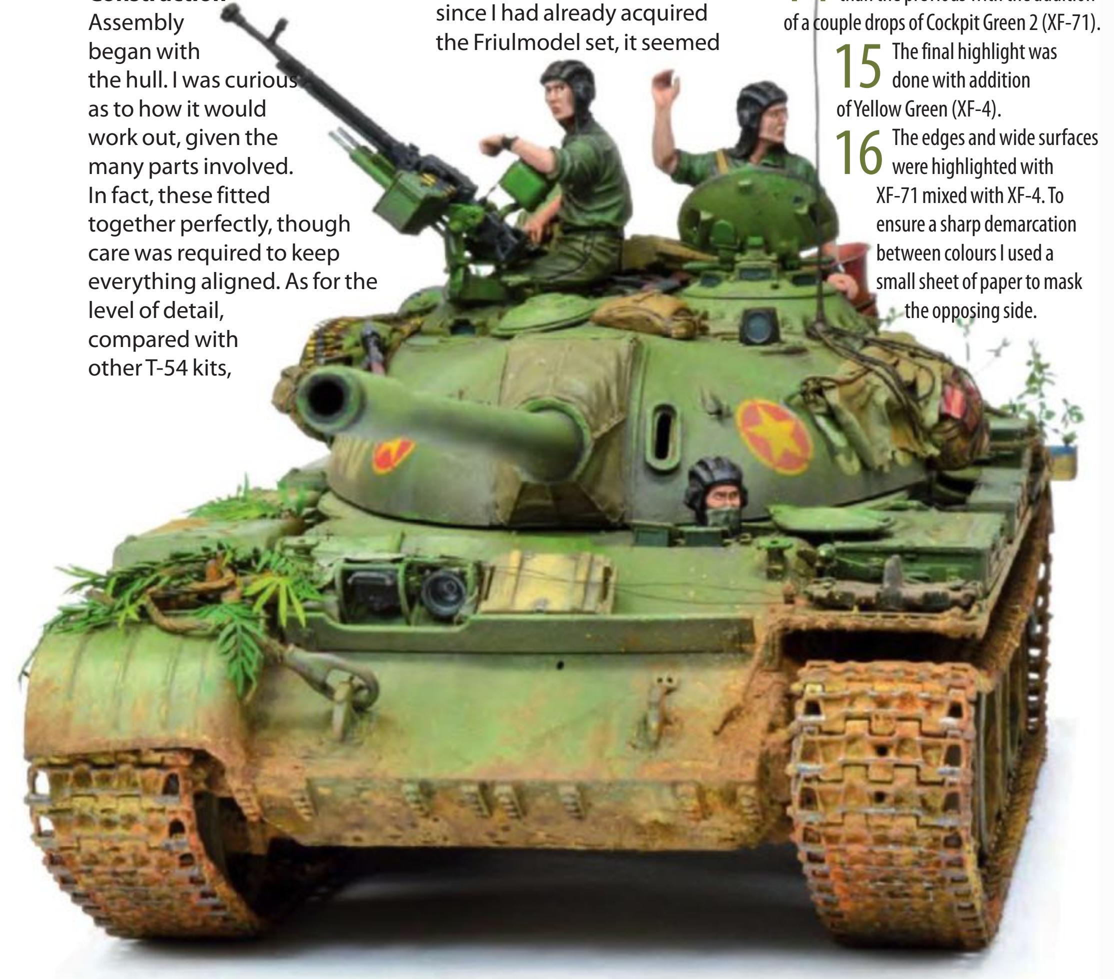
The starting point for the model was **MiniArt's** superb new, **'T-54B Soviet Medium Tank'** *(ref. 37019)*. While the kit offers an excellent out-of-the-box model, I decided to invest in a set of **Friulmodel's fully workable metal tracks** *(ref ATL-01)*, a set of **Eureka XXL metal towing-cables** *(ref. ER-3506)*, **a turned-metal gun barrel from RB Model** *(35B41)*, and an **antenna mount** from **Voyager Model**. The MiniArt kit does not include markings for a Vietnamese vehicle, but a friend kindly provided what I needed from his collection of spare decals.

Construction

Assembly began with the hull. I was curious as to how it would work out, given the many parts involved. In fact, these fitted together perfectly, though care was required to keep everything aligned. As for the level of detail, compared with other T-54 kits, this is probable one of the best on the market. Of course, the inclusion of photo-etched parts is a bonus, and these complemented the plastic components very well. My only modification was to bend the engine-intake meshes slightly, to give the impression of damage caused by the crew walking over them.

The fenders are presented as separate sections, with the inclusion of individual fuel-pipes. Unfortunately, these proved to be quite fragile; removing them from their sprue (and subsequent cleaning-up) resulted in some being damaged. The solution was to replace them all with lengths of soldering wire, and similarly with the front fender retaining rods. Another useful feature, the stowage boxes are presented as multi-part items, allowing the modeller plenty of scope … open/closed/damaged … so no need for expensive after-market replacements.

The hull complete, time to attend to the chassis and running gear. Close examination of the kit-supplied tracks made me realise that these would have been perfectly acceptable. However, since I had already acquired the Friulmodel set, it seemed a shame not to use them. That said, some adjustments were needed for the sprocket teeth to perfectly fit these tracks. Before continuing, I had the laborious task of removing the overly pronounced ribs from the road-wheel tyres, so it was out with the sharp knife and sandpaper.



5 The wheels ready to paint. Each road wheel was sanded to get rid of the seams.

6 I test fitted the tow cables carefully. They formed perfectly.

7 The gun mantlet cover was reshaped with Milliput because the version I intended to build was of a different variant to that in the kit. Note the metal antenna mount.

8 The kit was left in sub-assemblies to ensure easy access during priming and painting.

9 The tracks were primed with dark brown AK primer. I airbrushed three thin layers.

10 Citadel's Chaos Black did its job perfectly again as a primer and the kit was covered with perfect satin coat of black.

11 The very first coat of colour was Tamiya's JN Green (XF-11).

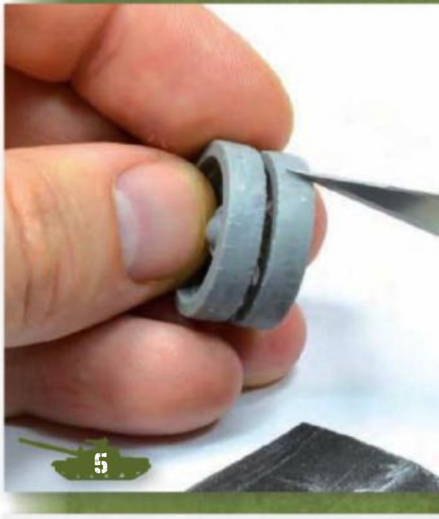
12 Next I added some depth to the base colour with Deep Green XF-26.

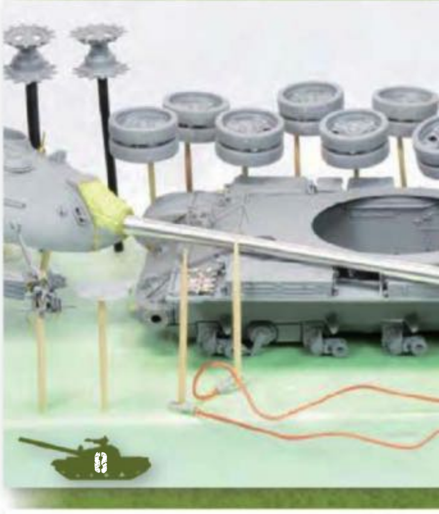
13 Again lighter layer was airbrushed but this time I added Flat Green (XF-5) to the mixture I had in airbrush.

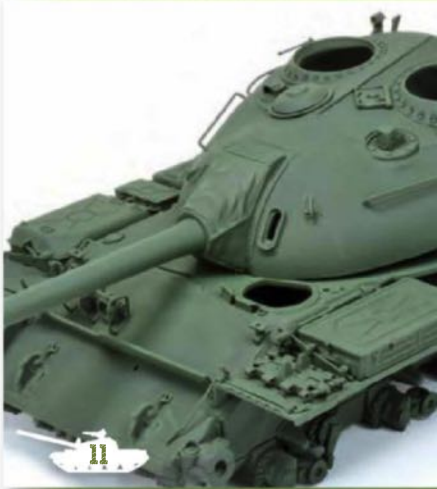
14 The next colour was even lighter than the previous with the addition of a couple drops of Cockpit Green 2 (XF-71).

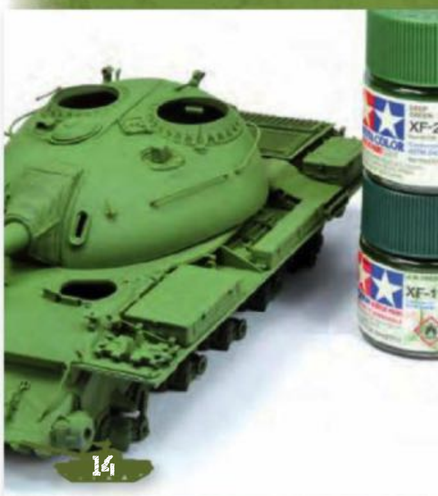
15 The final highlight was done with addition of Yellow Green (XF-4).

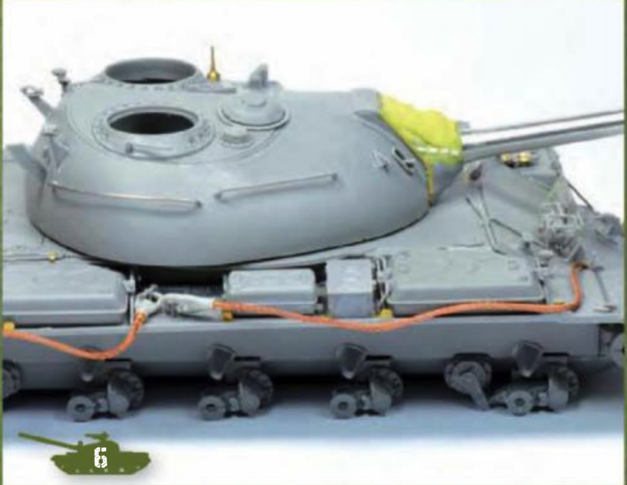
16 The edges and wide surfaces were highlighted with XF-71 mixed with XF-4. To ensure a sharp demarcation between colours I used a small sheet of paper to mask the opposing side.







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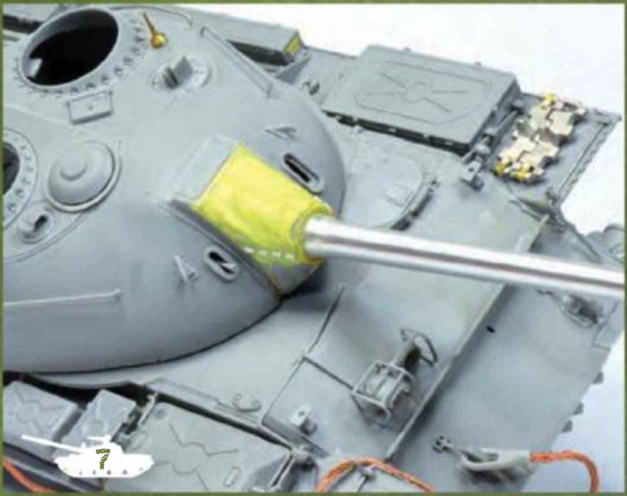
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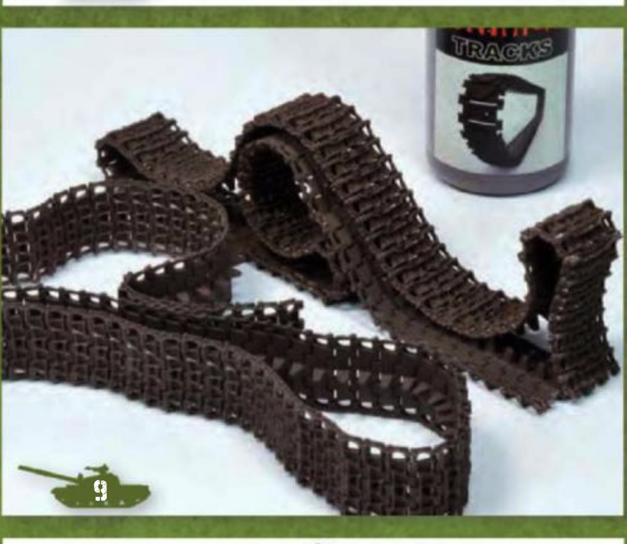

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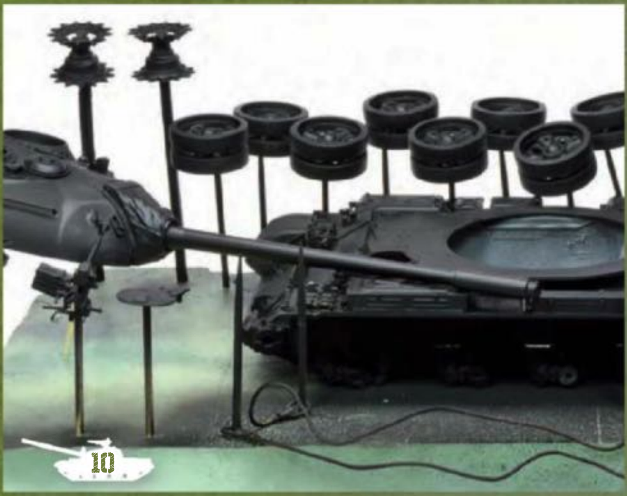
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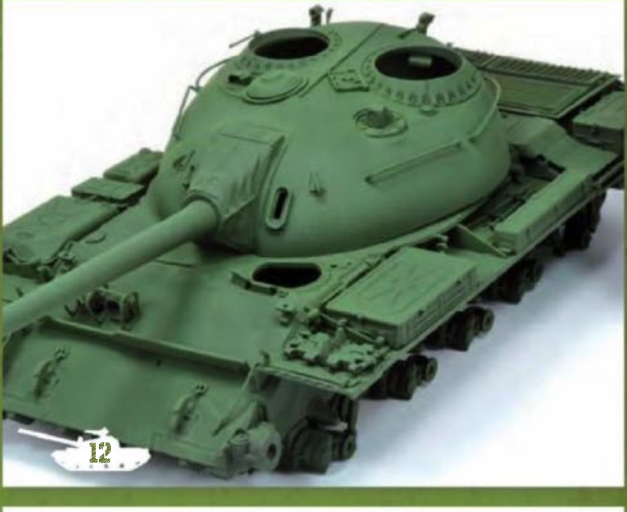
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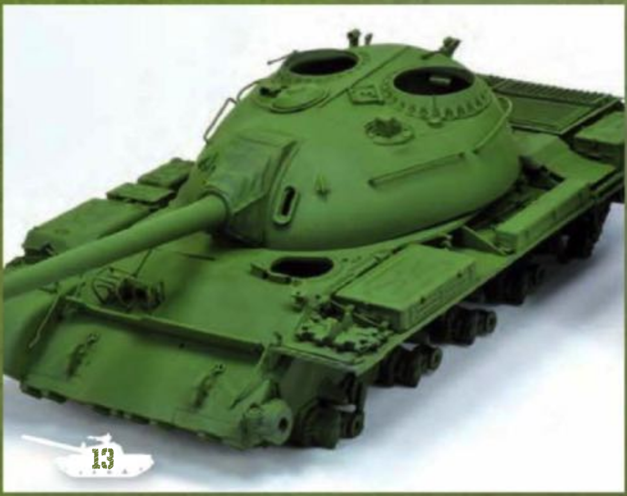
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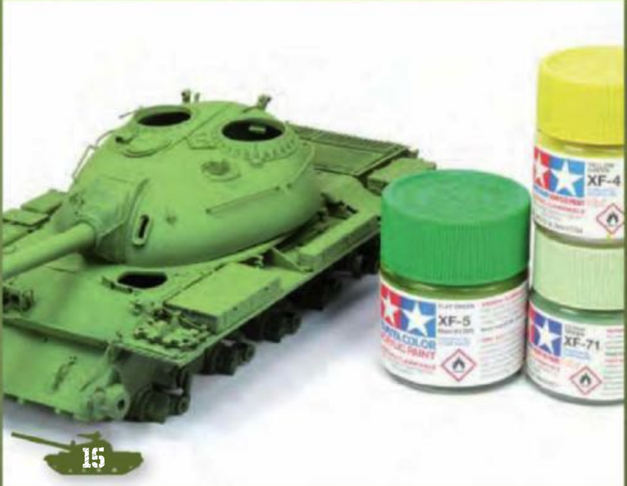
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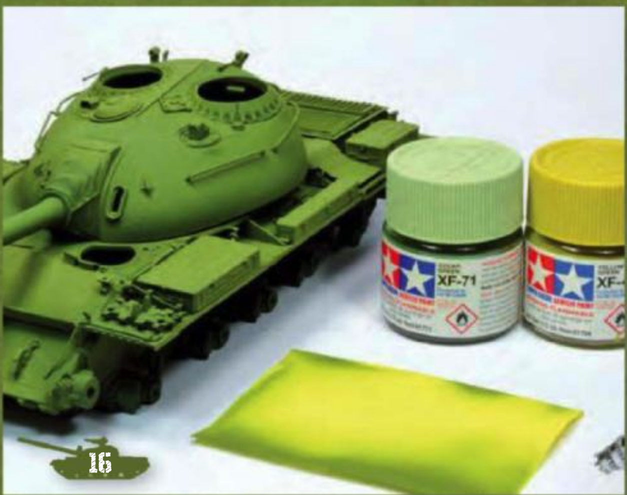

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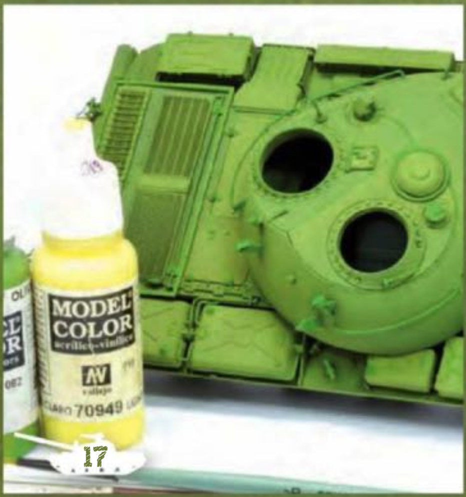
MODEL COLOR
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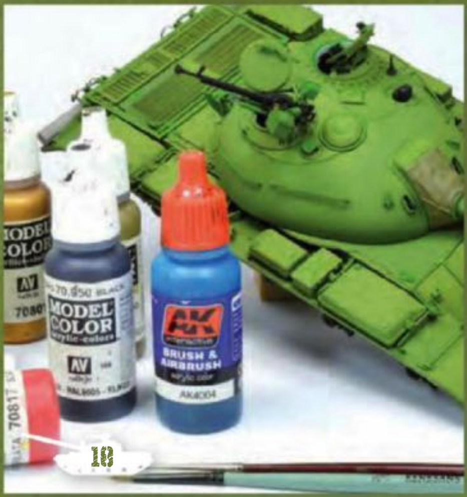
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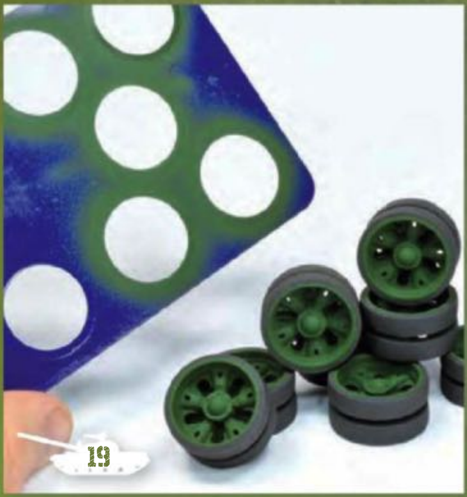
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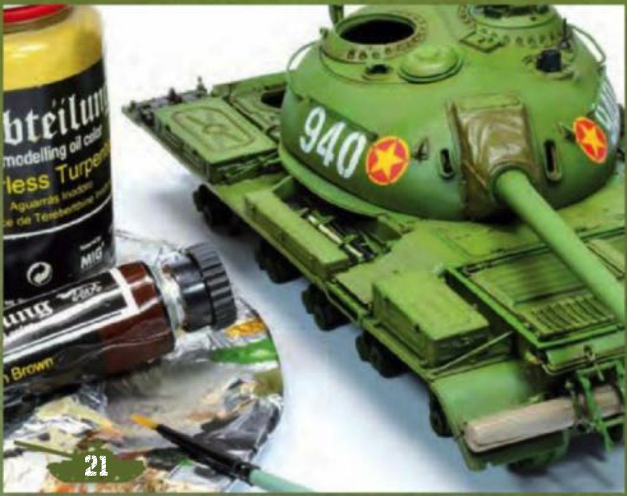
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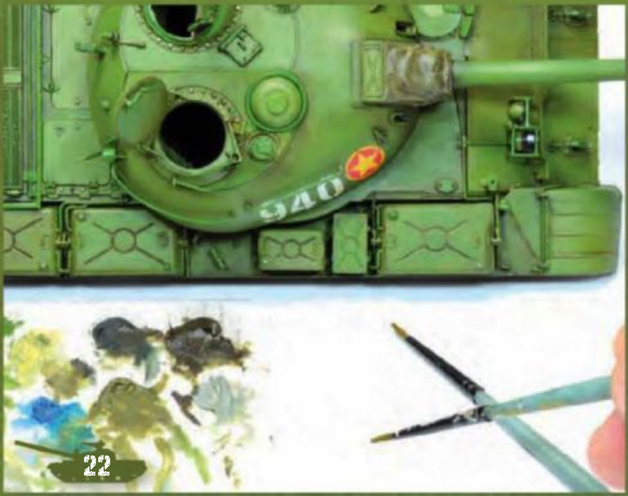

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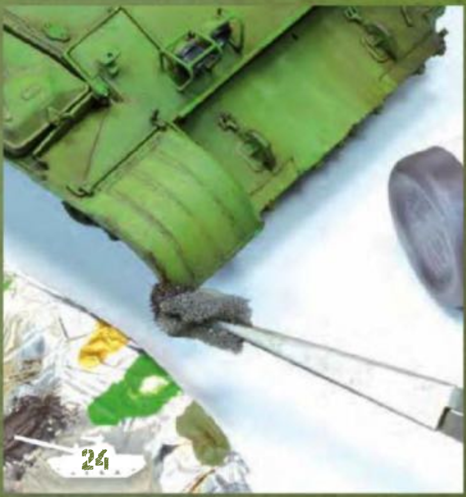
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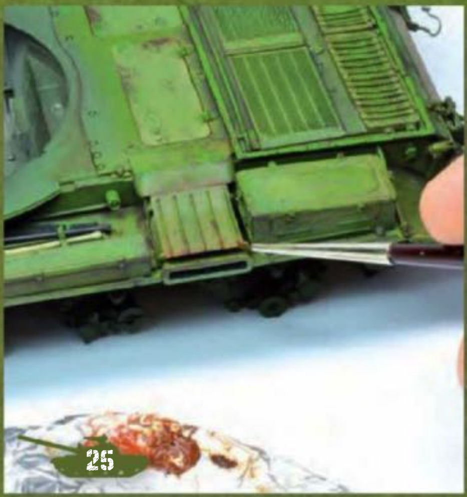
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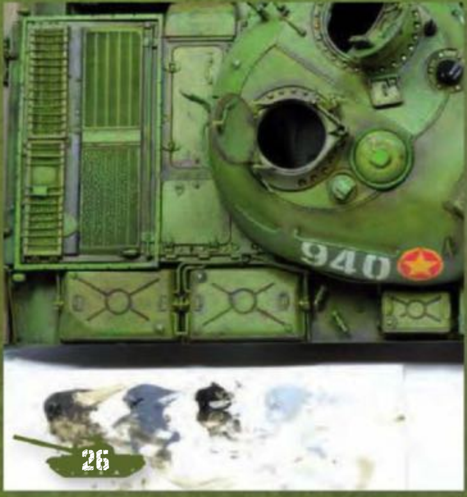

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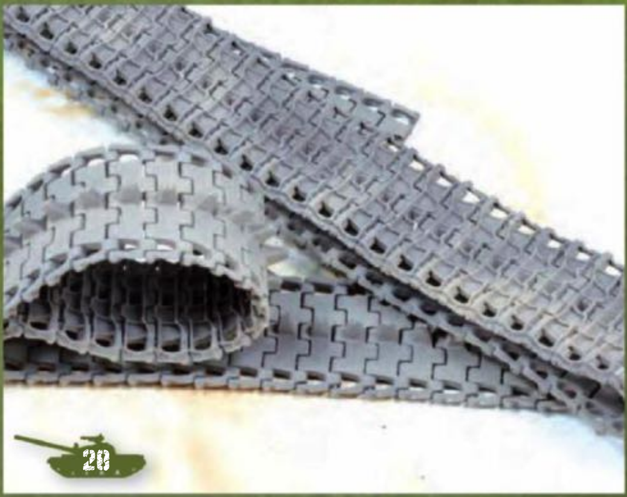
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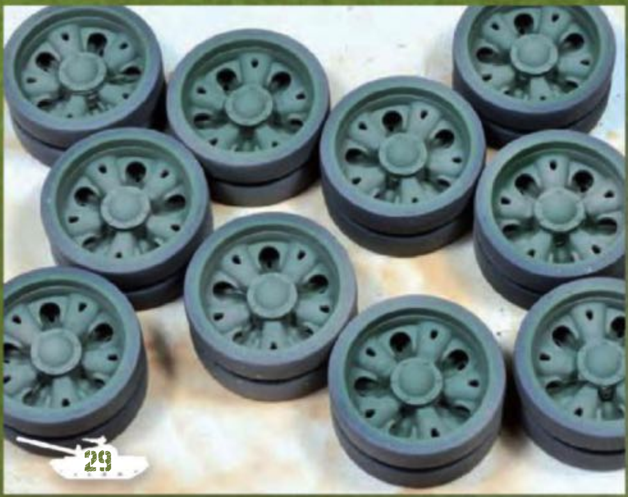
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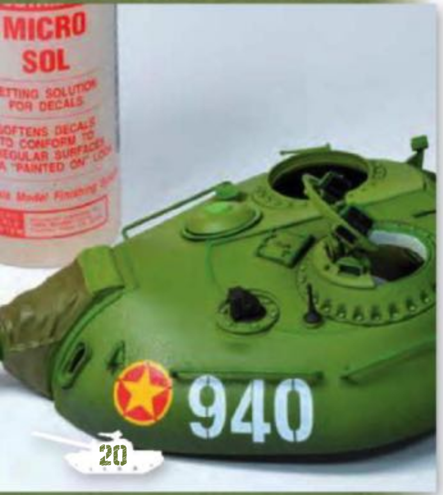
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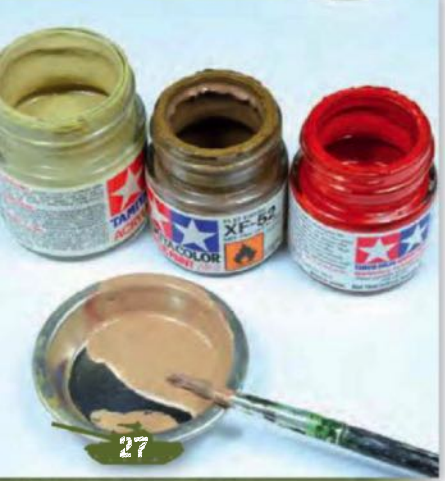
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Moving on to the turret, again a multi-part affair, which required careful fitting to achieve the correct shape. While there is the option to omit the mantlet cover, I decided to include it, and improved the shape slightly with the help of Milliput. As with the tracks, the one-piece gun barrel is quite satisfactory. But again, I had the turned-metal version at hand, so why not make use of it? Remembering my problem with the plastic fuel-pipes, I decided to replace the turret grab-handles with soldering wire; a much better result, and saving all the hassle of preparation. Something that really impressed me about this kit was the detail on the turret-mounted DShK machine-gun; perfectly formed, with no need for after-market upgrades.

Painting, Marking and Weathering

With the model broken down into sub-assemblies, I was ready to apply a coat of black primer. Allowing this to completely dry, I attended to the tracks, giving them an initial coat of AK 185 (Surface Primer – Tracks). Returning to the main components, I applied a base coat of Tamiya XF-11 (JN Green). Having added a few drops of XF-26 (Deep Green) to the colour, I proceeded to lighten various panels. Now followed the sequence of highlighting the model: successive coats of XF-11 and XF-26 mixed with XF-5 (Flat Green); XF-71 (Cockpit Green – IJN); and XF-71 mixed with XF-5 and XF-4 (Yellow Green). Finally, extreme edges were highlighted with a mix of XF-71 and XF-4, a paper mask being used to ensure straight lines along these portions.

Time for some brush painting, and focusing on smaller elements around the model. Satisfied with the result, I turned my attention to the road-wheels. Achieving a neat division between hub and tyre can often be a problem, but this was made much easier using the QuickWheels painting masks (in this case, item QW-192).

As mentioned earlier, I was able to source suitable markings for the vehicle; the national marking perfectly matched, and the turret numbers closely resembling those on the NVA tanks. Having prepared the relevant surfaces with X-22 (Clear Varnish), I applied the decals with the help of Microscale's Set & Sol products. With a further coat of X-22, the model was ready for the weathering sequence.

As always, I began with a wash using the old-school medium, oil paints diluted with turpentine. Having allowed this to fully dry, I proceeded to add tonal variation to the panels, again using oils. To prevent further weathering from ruining this treatment, I applied an overall coat of matt varnish in preparation for the chipped paintwork effects. Using a combination of sponge and fine-pointed brush, I started with a light green, and added traces of dark brown to the inner portions of some of the chips and scratches. Where appropriate, rust tones were added to suggest damage that had extended to the underlying metal. Now using various greys and black, I replicated accumulated grime over certain areas.

17 Highlighting some details by hand with a mix of greens and yellow enhances the appearance of them across the model.

18 The periscopes, bolts, lamp, guns and other elements were picked out with a range of acrylics.

19 To paint the wheels quickly and evenly I used the Quick Wheels masks designed to this kit. It consists of templates for both types of wheels found in the box.

20 The decals were applied with help of Set and Sol over a gloss varnish.

21 I began to apply a series of pin washes around details with oil paints thinned with turpentine.

22 More work with the oils: this time I added accumulations of ditt and grime.

23 At this stage I sealed everything in place with a coat of Matt varnish.

24 With this dry, I started with the scratched and chipped paintwork, using a mixture of dark browns and greens.

25 I added some rust-coloured scratches to break the otherwise green appearance of the model.

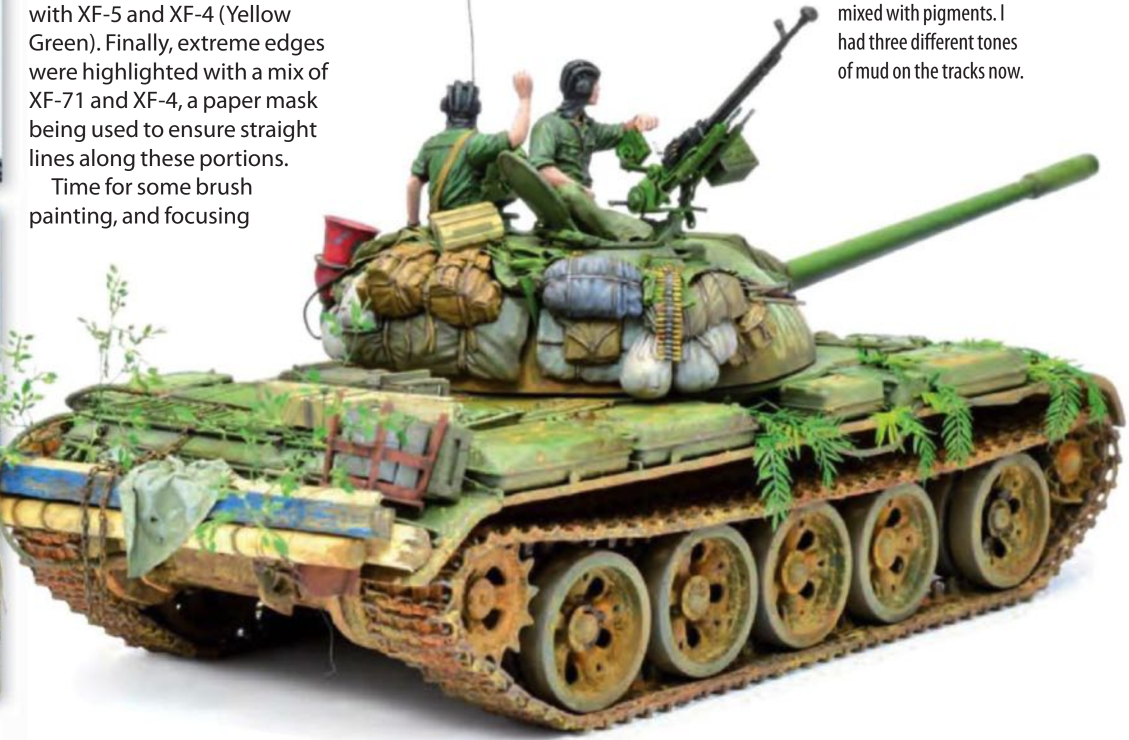
26 I went back over the model adding more dirt, this time around the crew hatches.

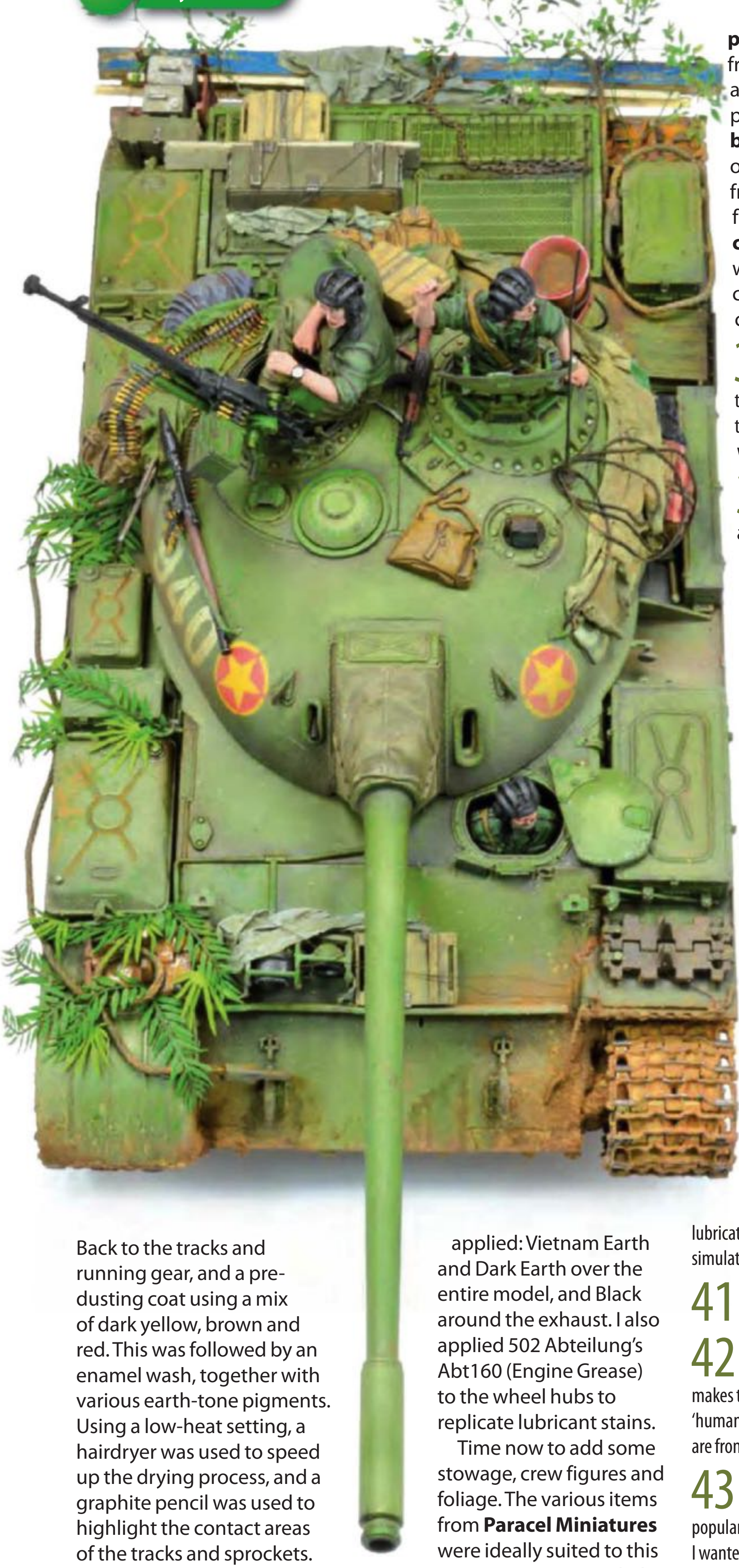
27 This was the mix of colours I used for the characteristic reddish earth found in Vietnam

28 It was applied on the tracks and . . .

29 . . .also on the wheels.

30 AMMO's Kursk Summer Earth was applied with the brush and mixed with pigments. I had three different tones of mud on the tracks now.

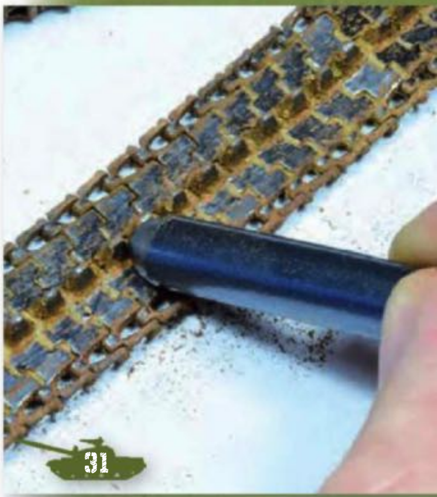




Back to the tracks and running gear, and a pre-dusting coat using a mix of dark yellow, brown and red. This was followed by an enamel wash, together with various earth-tone pigments. Using a low-heat setting, a hairdryer was used to speed up the drying process, and a graphite pencil was used to highlight the contact areas of the tracks and sprockets.

The underside of the hull was treated to extensive weathering; similar combinations of washes and pigments, applied heavily, and often with the help of an old toothbrush to recreate a build-up of mud and dirt. With the running gear and tracks finally installed, further pigments were applied: Vietnam Earth and Dark Earth over the entire model, and Black around the exhaust. I also applied 502 Abteilung's Abt160 (Engine Grease) to the wheel hubs to replicate lubricant stains.

Time now to add some stowage, crew figures and foliage. The various items from **Paracel Miniatures** were ideally suited to this project. I was particularly impressed by the figures, and while the resin tarpaulins and backpacks required minor changes to fit, these also added to the realism of the model. Additional stowage came from various sources: **ammunition boxes** from **Eureka XXL**, **metal canisters** from **PanzerArt**, **propaganda speaker** from **Plus Model**, **RPG** and **AK-47** from **Dragon**, photo-etched **ammunition belts** from **Eduard**, and other tarpaulins made from tissue paper. And finally, **AMMO's laser-cut plants**, combined with natural stalks to create a realistic foliage camouflage for the vehicle.



31 Where the road wheels made contact with the tracks was polished with pencil on the inner side and the outside edges were sanded to reveal bare metal.

32 Note the reddish shade of pigments which appears on the wheels.

33 I applied the same mix of washes and pigments to the lower hull. Once it was dry I used an old toothbrush to remove the excess.

34 Note the rusty washes on the additional track links and the finish of the tow cable.

35 For more interest I added a small amount of pigment into the deep corners.

36 For further affect, I added the tow cable to the model in an irregular way.

37 The rear stowage positioned and tied in place.

38 The appearance of the completed front of the tank.

39 For the exhaust soot I used black pigment applied to the matt surface of the exhaust.

40 Tanks road wheels are often dirty with lubricating oil. I used oil paint to simulate the effect on my model.

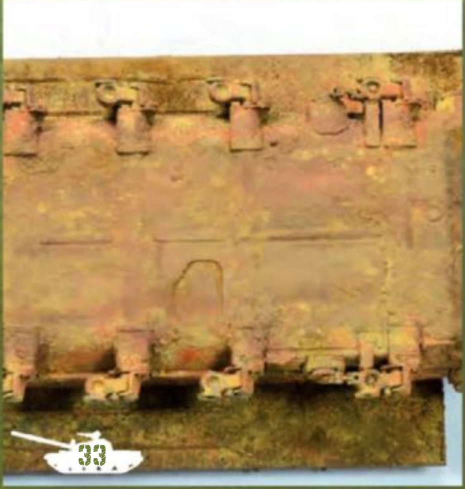
41 The same mixture was used on the engine deck to show the spilt fuel.

42 I always like to add figures to my models as nothing makes them more realistic than the 'human touch'. These excellent figures are from Paracel Miniatures.

43 My references showed that natural camouflage was very popular among the NVA tankers so here I wanted to reproduce that. I used the AMMO paper plants, painted in different shades of light green and yellow. The rear branches are natural and the leaves were glued onto them one-by-one.

44 The commander and gunner in their hatches are a nice touch of realism. Note the stowage around the turret which was also provided by Paracel Miniatures. The AK-47 ammunition boxes come from Eureka XXL.

32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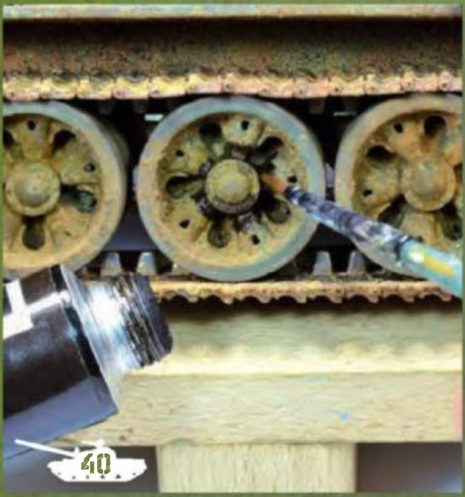
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41

43

44

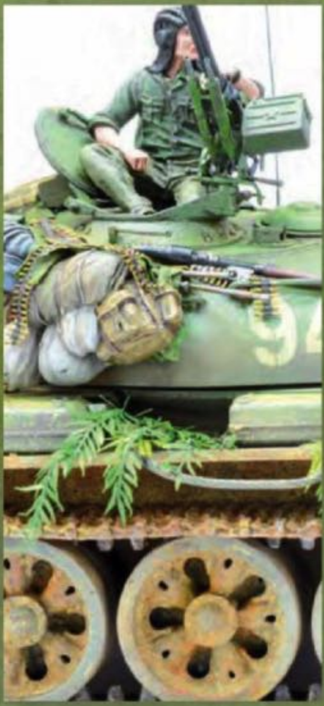
Many thanks to Ben Mirson from Miniart, Giang Xuan Le from Paracel Miniatures, Stefan Frankiewicz from Eureka XXL and Grzegorz Rossa from QuickWheels. Also, thanks to Tomasz Janiszewski and Krzysztof Opiłka for their contribution to the project.

T-54B
SOVIET MEDIUM TANK
EARLY
1:35

Availability:

MiniArt Soviet Medium Tank T-54B Early Production *(ref. 37019)* is available from good model shops.

Check out www.miniart-models.com for their full and rapidly expanding range.

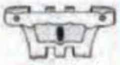


Historex Agents

HISTOREX AGENTS, Wellington House,
157 Snargate Street, Dover, Kent, CT17 9BZ, ENGLAND.
Telephone 01304 206720 Fax 01304 204528

FRIULMODEL

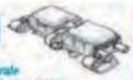
TYPE 95 "HA-GO"



ATL-151

195 links in 1/35 th scale and
a wire to obtain the track pivots.

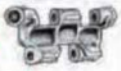
ARIETE "Italian Tank"



ATL-152

195 links in 1/35 th scale
and a wire to obtain the track pivots.

2S6 TUNGUSKA

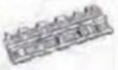


ATL-153

225 links in 1/35 th scale and
a wire to obtain the track pivots.

Friulmodel – 8142 Úrhida,
Szőlőhegy u. 2. Hungary
www.friulmodel.com

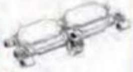
LÖWE / BÄR
Pz VK 72.01 (K)



ATL-154

224 links in 1/35 th scale
and a wire to obtain the track pivots.

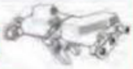
ABRAMS M1A1 / M1A2
track type T158



ATL-155

160 links in 1/35 th scale
and a wire to obtain the track pivots.

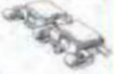
M46 / M47 PATTON / M26 PERSHING
track type T84E1



ATL-156

175 links in 1/35 th scale
and a wire to obtain the track pivots.

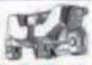
PANZERHAUBITZE 2000



ATL-157

185 links in 1/35 th scale
and a wire to obtain the track pivots.

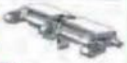
LEOPARD 1
Vorserie/Prototype
(German track)



ATL-158

150 links, two sprocket wheels in 1/35 th scale
and a wire to obtain the track pivots.

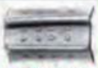
LEOPARD 2



ATL-159

180 links in 1/35 th scale
and a wire to obtain the track pivots.

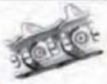
MARK V
(26 ½ inch – 67.31 cm wide track)



ATL-160

100 links, two sprocket wheels, two idler wheels
in 1/35 th scale and a wire to obtain the track pivots.

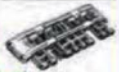
D9R bulldozer



ATL-161

90 links in 1/35 th scale.

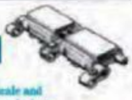
MAUS



ATL-162

440 links in 1/35 th scale and
a wire to obtain the track pivots.

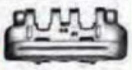
CHALLENGER 2
early type track



ATL-163

180 links in 1/35 th scale and
a wire to obtain the track pivots.

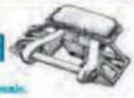
CHURCHILL
early type track



ATL-164

148 links in 1/35 th scale and
a wire to obtain the track pivots.

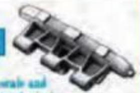
Sd.Kfz. 8 12t
Late type track



ATL-165

110 links in 1/35 th scale.

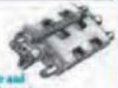
JAGDPANZER E-10
Late type track



ATL-166

204 links in 1/35 th scale and
a wire to obtain the track pivots.

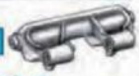
GRANT/LEE/RAM
Type WE210 double I track



ATL-167

168 links in 1/35 th scale and
a wire to obtain the track pivots.

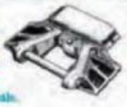
French R 35



ATL-168

255 links in 1/35 th scale and
a wire to obtain the track pivots.

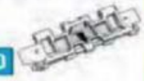
Sd.Kfz.8 12t
early type track



ATL-169

110 links in 1/35 th scale.

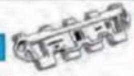
T-10 M



ATL-170

172 links in 1/35 th scale and
a wire to obtain the track pivots.

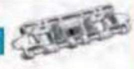
MAGACH 6B GAL BATASH / ACHZARIT late/MERKAVA Mk.2D MERKAVA Mk.2 recent use-standard



ATL-171

210 links in 1/35 th scale
and a wire to obtain the track pivots.

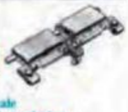
CONQUEROR



ATL-172

198 links in 1/35 th scale
and a wire to obtain the track pivots.

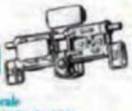
MBT-70 / Kpz.70



ATL-173

160 links in 1/35 th scale
and a wire to obtain the track pivots.

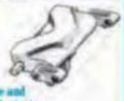
T-14 ARMATA



ATL-174

194 links in 1/35 th scale
and a wire to obtain the track pivots.

M24 CHAFFEE
T85E1
(rubber type)

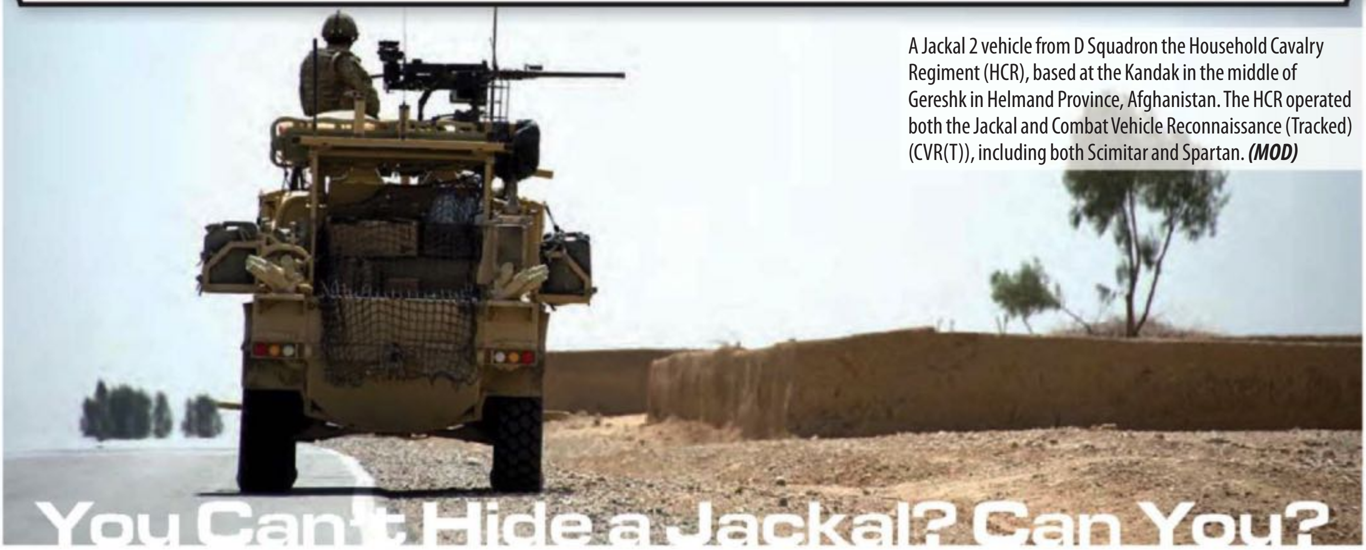


ATL-175

170 links in 1/35 th scale and
a wire to obtain the track pivots.

ARMOUR in Profile

ISSUE 19

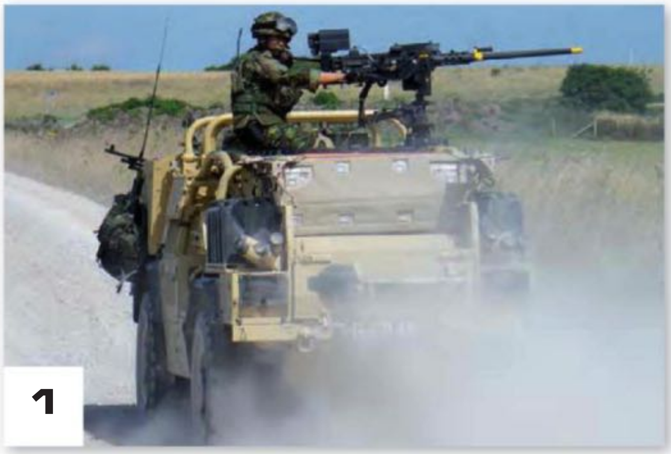


A Jackal 2 vehicle from D Squadron the Household Cavalry Regiment (HCR), based at the Kandak in the middle of Gereshk in Helmand Province, Afghanistan. The HCR operated both the Jackal and Combat Vehicle Reconnaissance (Tracked) (CVR(T)), including both Scimitar and Spartan. ***(MOD)***

You Can't Hide a Jackal? Can You?

MMI takes a look at the British Army's specialist reconnaissance vehicle.

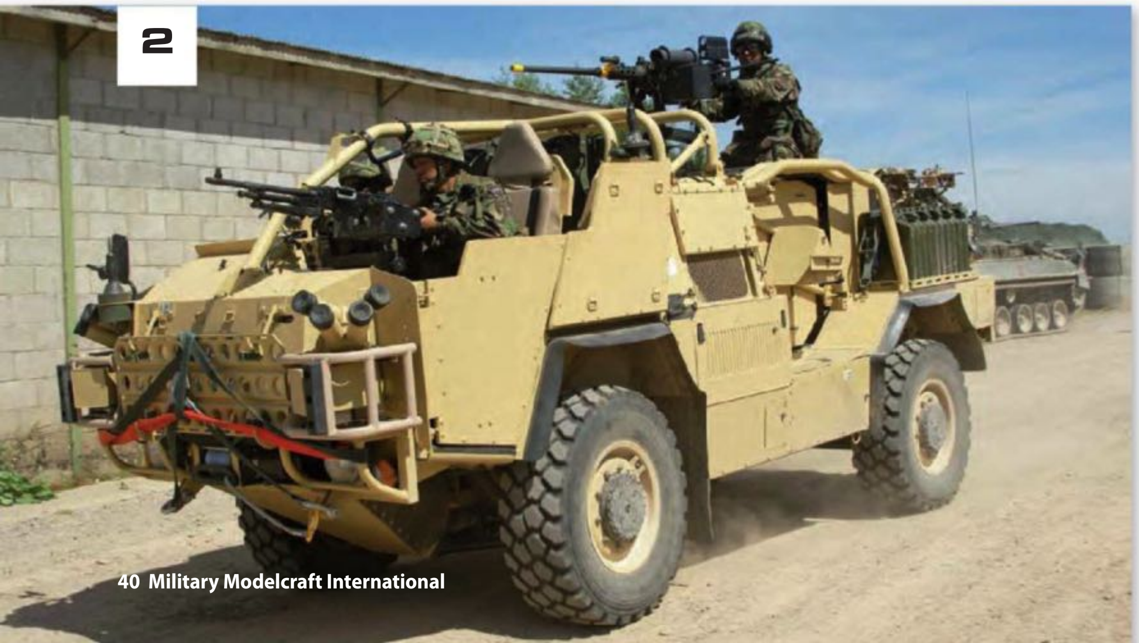
Since its introduction into Afghanistan the Supacat Jackal has been used to great effect by the special forces and elite unit fire support teams, utilizing its excellent mobility and firepower in extreme conditions and in the harshest, most unwelcoming terrain possible. Despite some criticism about its vulnerability to IEDs, an updated version, Jackal 2, has recently been added to the Supacat stable, and has come about following user comments from the front line, enhancing an already very capable vehicle. In January 2007 we were fortunate enough to catch the original Jackal out in the field on Exercise Kush Dragon on Salisbury Plain, a pre-deployment MRX's (Mission Rehearsal Exercises). Up until then the vehicle had been a fairly furtive creature. Unique in appearance, Jackal remains an impressive looking vehicle.



1 Mounting the seemingly ageless 'fifty cal' as primary weapon, this Jackal presses ahead of a convoy. A fearsome weapon, the HMG is well suited to mobile fire support operations; despite a comparatively slow rate of fire it gives an extended deadly accurate punch. ***(Plain Military)***

2 A purposeful vehicle from any angle, the basic Jackal looks set to be continually upgraded, with the Jackal 2 ISTAR being the latest incarnation, the latest technology in a somewhat agricultural-looking machine. ***(Plain Military)***

Where noted, photos copyright Plain Military are by Tony Hoare, Mick Holland and Andy Brend).



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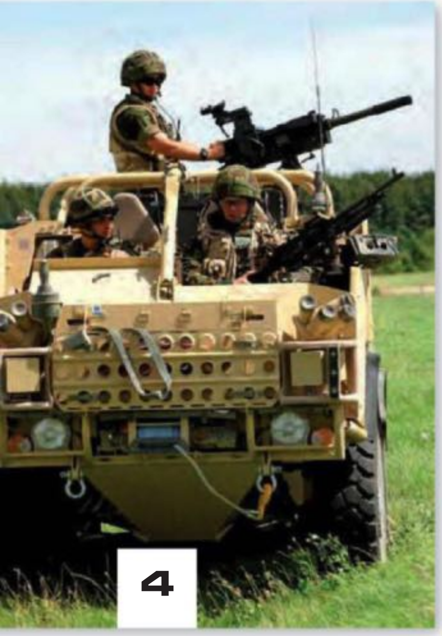

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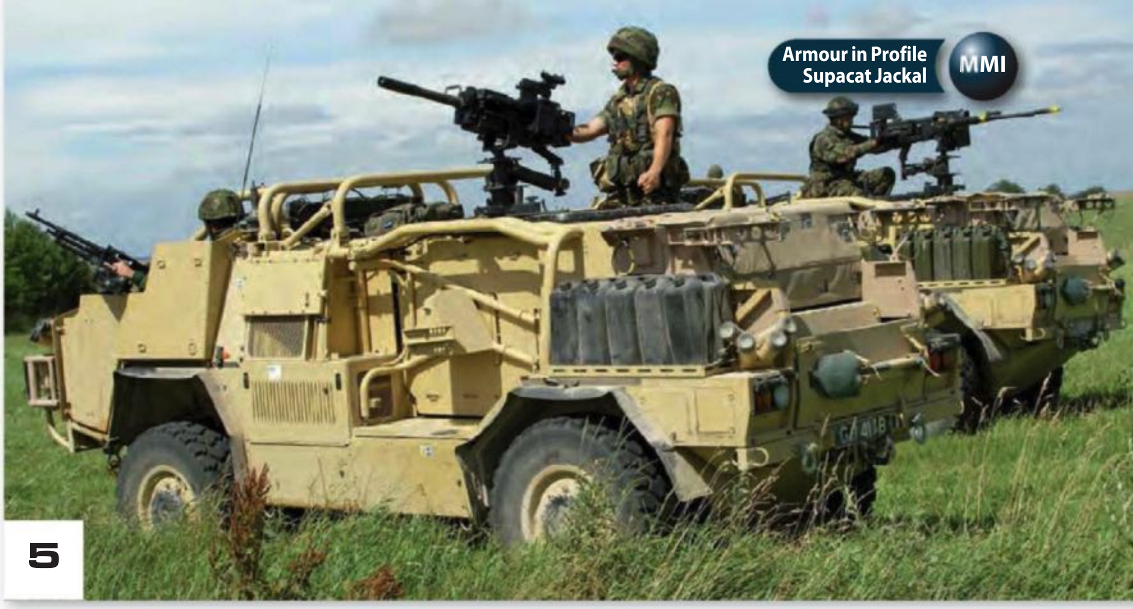


5

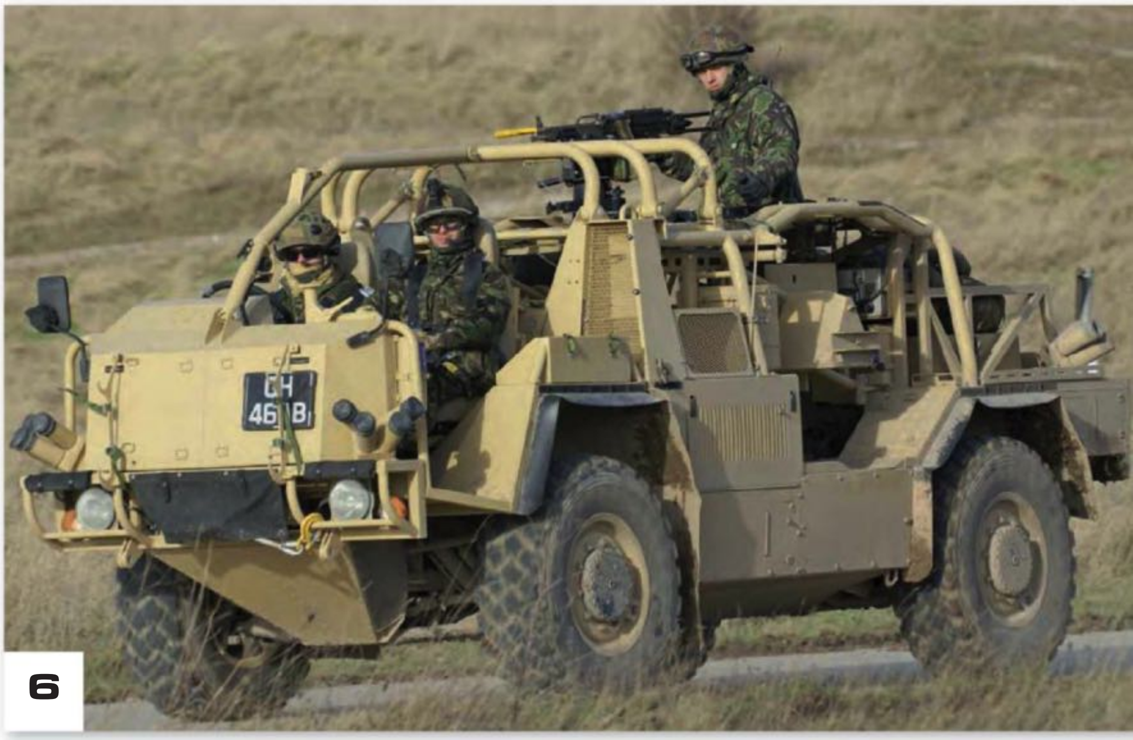
3 A pair of Jackals sits patiently waiting for their next task. When on convoy protection the Jackals operated at some distance from the convoy, ranging out on the flanks over rough terrain making good use of their manoeuvrability. ***(Plain Military)***

4 The 'busy' front view gives the Jackal its appealing, aggressive appearance, with the varied equipment shown to good effect. Also shown is the commander's station 7.62mm GPMG and another primary weapon, a GMG (Grenade Machine Gun) 40mm grenade launcher, which together with the .50 caliber HMG gives a Jackal column formidable firepower in relation to their size. ***(Plain Military)***

5 With a Sea King passing overhead, a Kush Dragon Jackal takes on airfield protection duty; a mission it is suited for especially on makeshift airfields. Good visibility and field of fire equals exposure to the elements, uncomfortable at times, be it on Salisbury Plain or in Helmand Province, although perhaps not that extreme on the plains of Wiltshire. ***(Plain Military)***

6 A Jackal cruises down a road during a Kush Dragon Exercise. While the Salisbury Plain inhabitants are used to seeing many varied military vehicles travelling around, these turn a few more heads than usual. Very apparent is its almost agricultural appearance, for some adding to its appeal. (***Plain Military***)

7 A pristine, heavily-armed example moves out from a FOB. Powered by a 5.9 litre diesel, the vehicle has plenty of punch and while the air bag assisted suspension gives a reputed 50mph, its top speed on roads is up to 80mph. Jackal 2 boasts a new 6.7 diesel, but with the vehicle enhancements the top speed remains the same. ***(Plain Military)***



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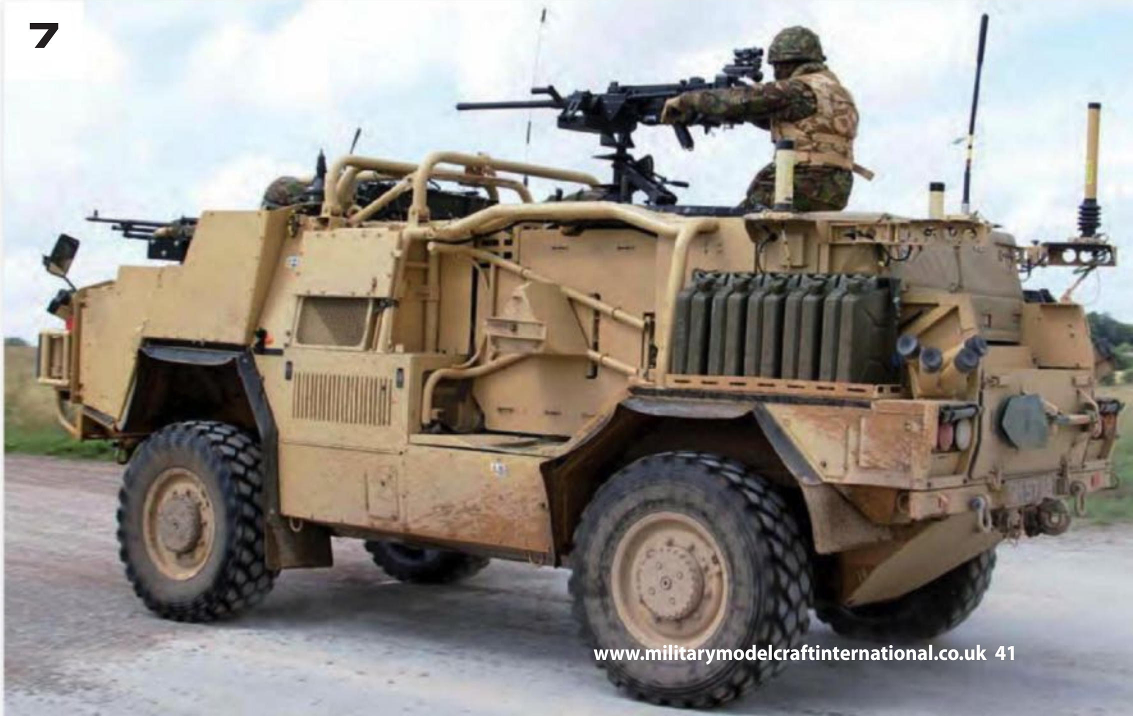

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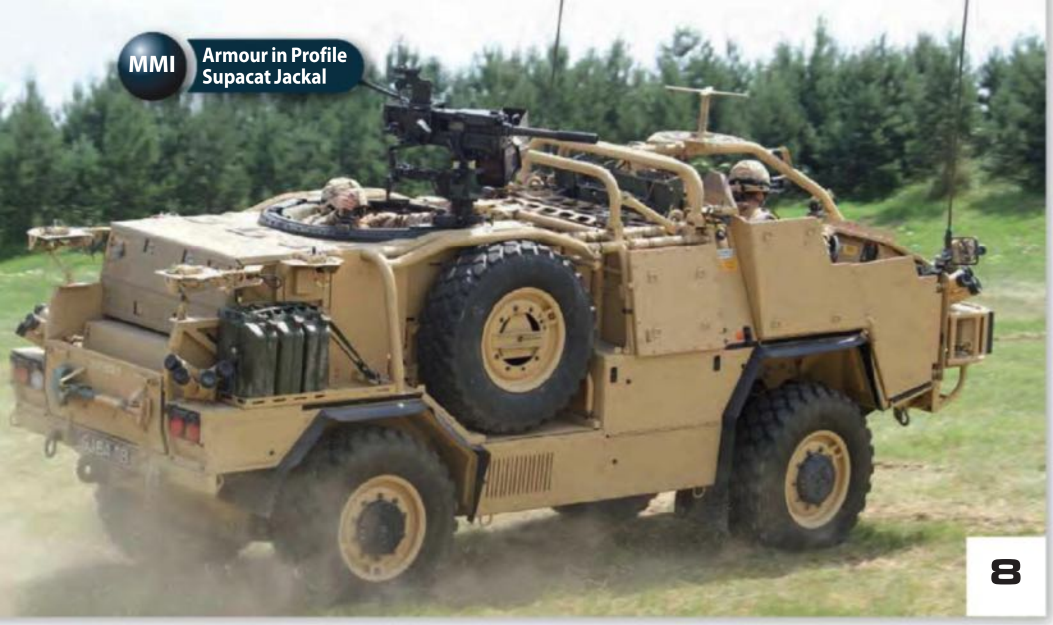


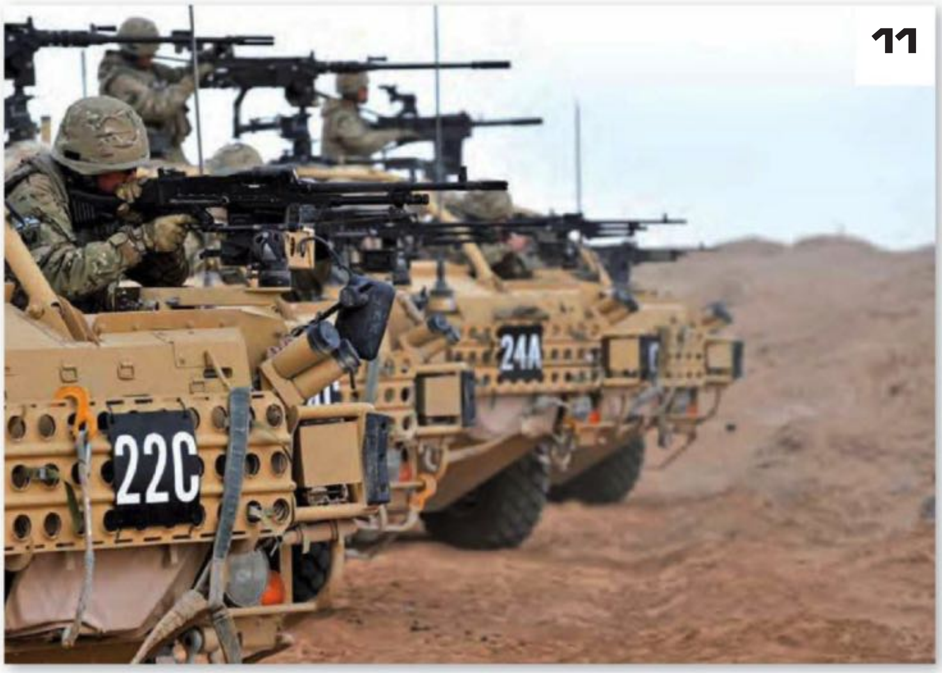
8

9

8 This speeding vehicle is armed with a GMG on its central position and another 7.62mm at the front. The layout of the vehicle gives the central gunner reasonable protection in his firing position, and protects him from medium caliber fire. Despite being an interim measure designed with Afghanistan in mind, the Jackal seems to be the first from a long line coming. ***(Plain Military)***

9 Although the camouflage netting and stowage is added for effect during this firepower demonstration, the Jackal looks in every inch a classic desert fighting vehicle. ***(Plain Military)***

10 Soldiers travel through the desert during mobility training in Jackal 2 vehicles. Members of 4 Mechanised Brigade, Brigade Reconnaissance Force (4 Bde BRF) took part in Exercise Jordan Express in 2009. The exercise in the south of Jordan was based in the desert and was intended to prepare the BRF in readiness for a future deployment to Afghanistan. Over 120 troops took part in the exercise which lasted approximately four weeks and involved various Mission Specific Training (MST) in readiness for their deployment the following year. The arduous and demanding exercise involved several range packages, mines awareness training,



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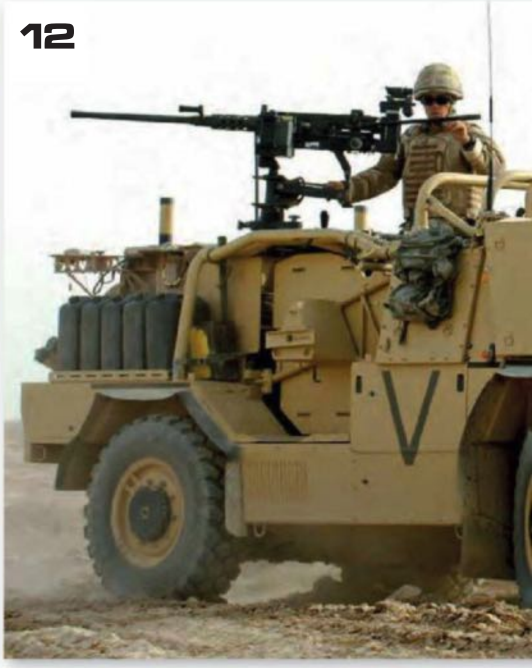

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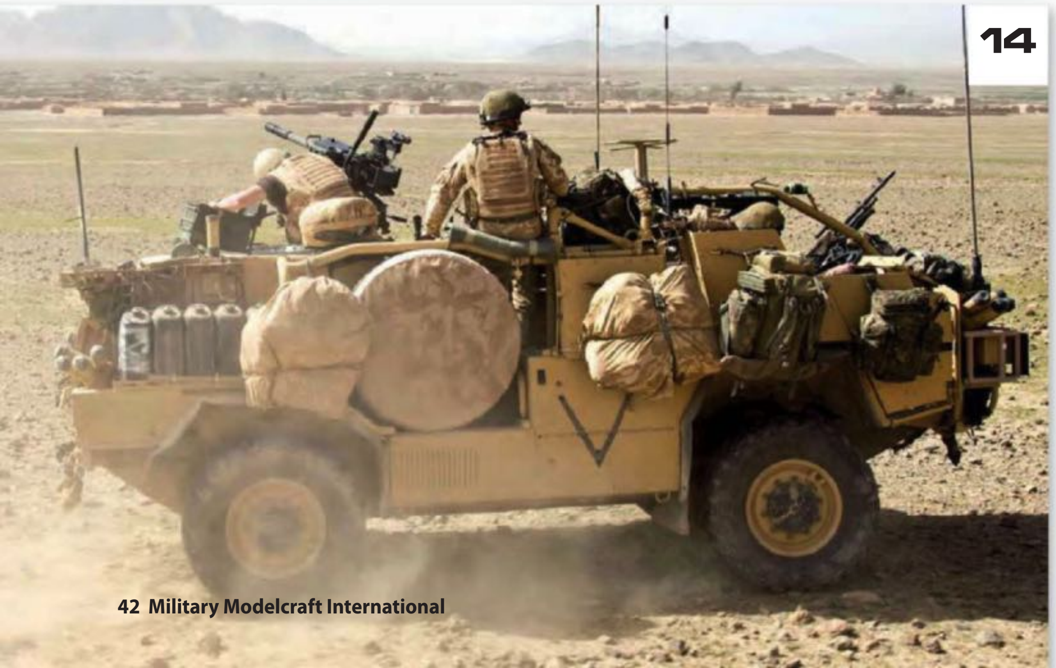

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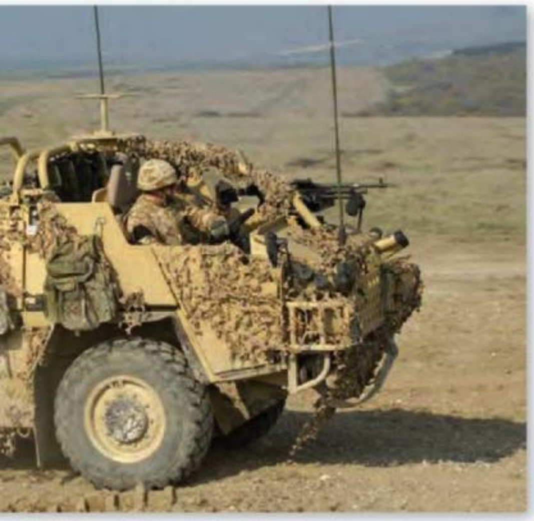
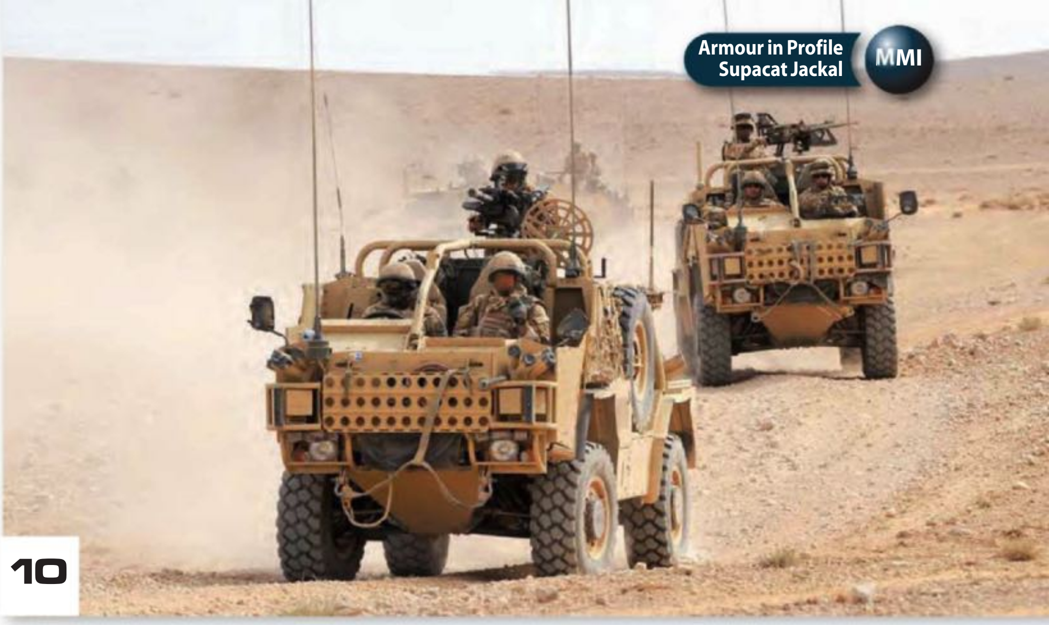




10

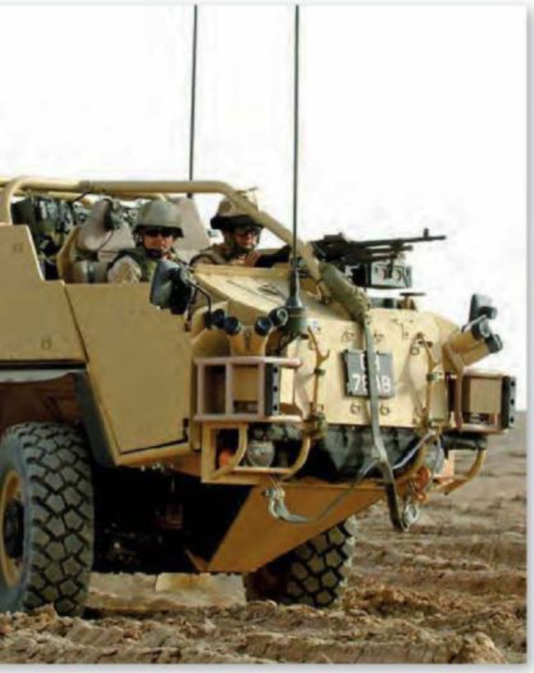
physical training, reconnaissance training and signals training, as well as more conventional infantry training. ***(MOD)***

11 Soldiers from the RAF Regiment on-board Jackal patrol vehicles zero their weapons on the Leatherneck Heavy Weapons Range in Afghanistan. The RAF Force Protection Centre, located at the RAF Regiment's home at RAF Honington, provides specialist training and advice in all areas of Force Protection, and monitors the way in which the RAF Regiment operates. ***(MOD)***

12-13 The Jackal Armoured Vehicle is put through its paces in the desert at Camp Bastion, Afghanistan. ***(MOD)***

14 A Jackal armoured vehicle of 3 Commando Brigade, Royal Marines on patrol during Operation Fibonacci near Kuh-e Baba and Shin Ghar, Helmand, Afghanistan in 2009. Although incorporating a fully-integrated protection system and reinforced armour plating, Jackal's main defences are its mobility and agility. This made Jackal perfectly suited to the operational terrain of southern Afghanistan, where speed and manoeuvrability are essential. ***(MOD)***

15 A rare image of a Jackal in European theatre colours. ***(Cruiser: Wiki Commons)***



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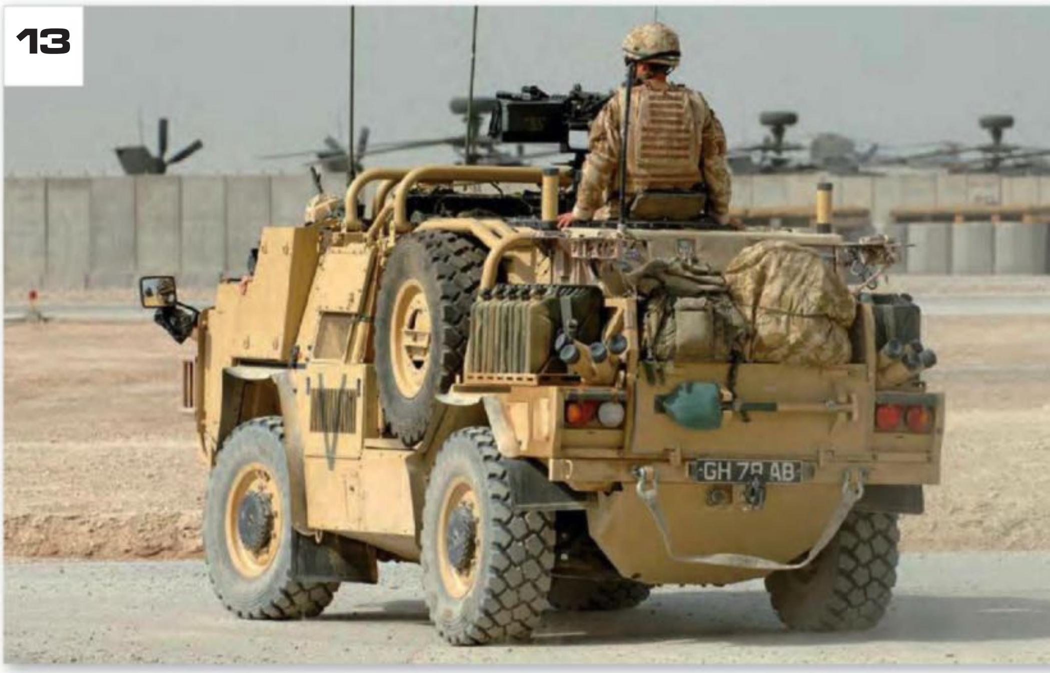
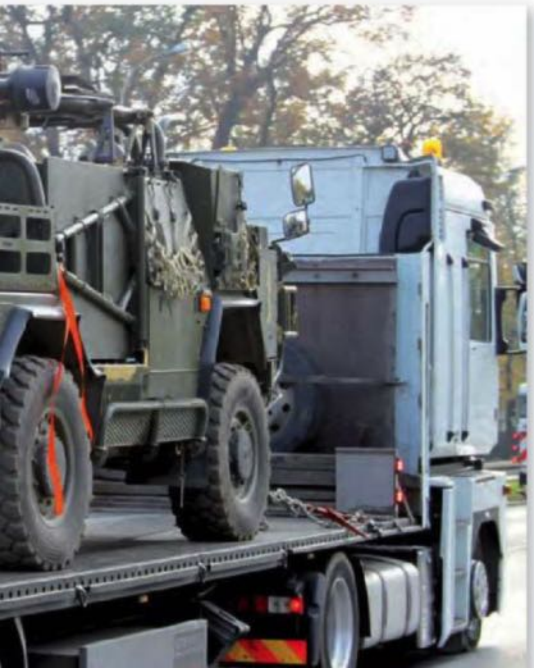
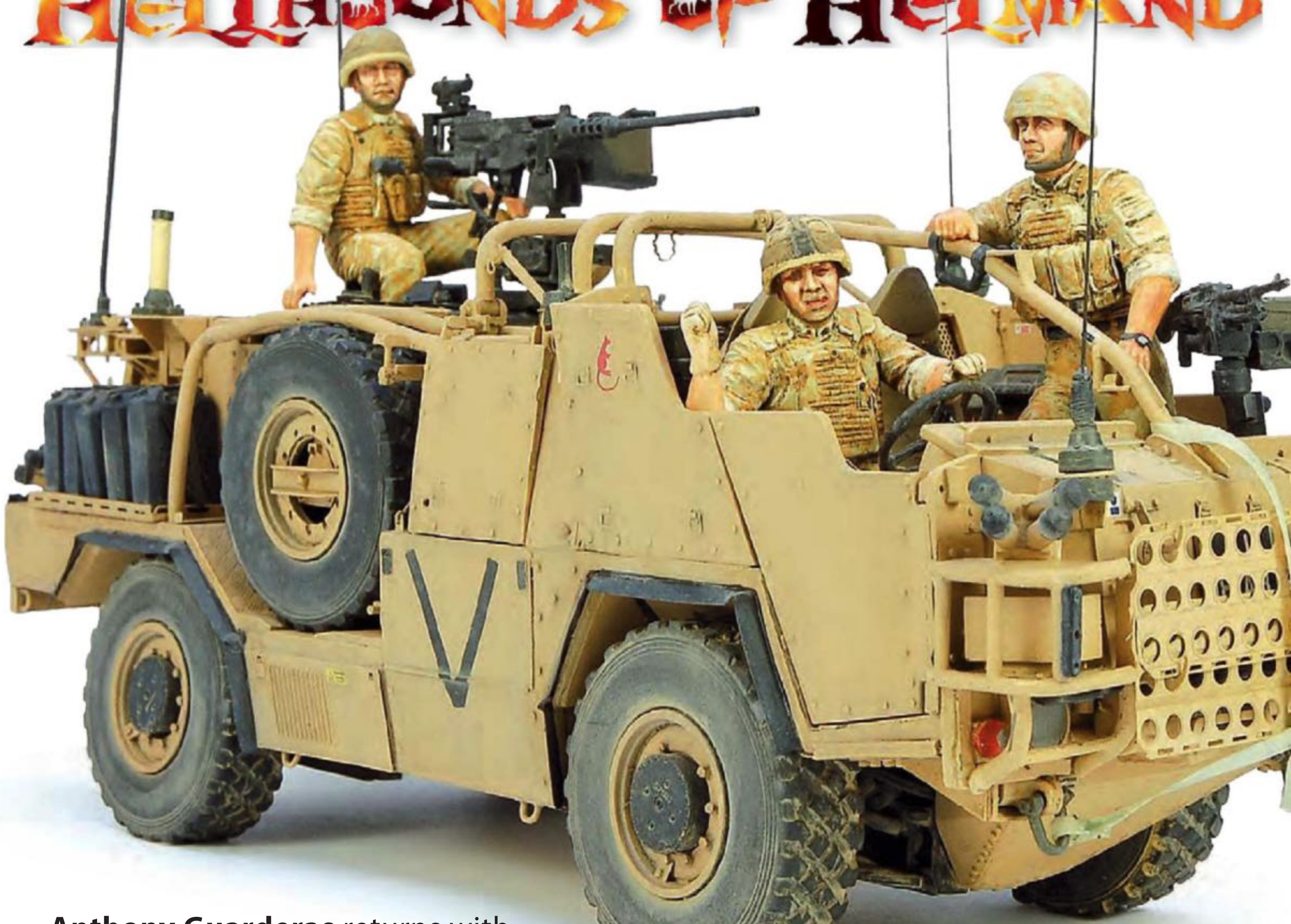




16 An engineer assigned to the 59 Commando Squadron, Royal Engineers, directs soldiers from the 4th Battalion, The Highlanders, Royal Regiment of Scotland, into security positions while the engineers build a new Afghan Local Police station in Lashkar Gah District, Helmand province, July 2011. The Engineers built the station for the Afghan Local Police, a local security force made up of hand-picked individuals from the community. ***(www.dvidshub.net)***

16

HELLHOUNDS OF HELMAND



Anthony Guarderas returns with **Accurate Armour's** Jackal-1 SRV.

Accurate Armour has continued to come out with some stellar trucks over the years, what with all the Antar variants and now the modern tactical vehicles of the Jackal SRV and the Coyote TSV-L. These were an innovative solution to an urgent operational need of the British Army in Afghanistan MOD and share certain main components. The main difference is that the Jackal is a 4x4, while the Coyote is a 6x6. Armament is the same for both: front mounted 7.62mm light machine gun and mid-mount .50 calibre heavy machine gun. At first you might think "big whoopie" at the venerable .50 calibre, but upon closer inspection, the pedestal is a state-of-the-art gun mount and is fully adjustable. This enables the .50 to be aimed with the scope and fine-tuned to be on target rather than just hand-held to be on target. Coupled with the mobile platform that is ride-height adjustable, the truck can be dropped to the lowest suspension setting, and that Ma-deuce can be locked on. Think of it as a mobile sniping platform, replete with all the other communication goodies one would expect for such a vehicle.

1987-2017
Accurate Armour
Celebrating our Anniversary
30 years making high quality resin model kits
accurate-armour.com

Availability:

Accurate Armour Jackal-1 UK SRV *(ref. K176)* is available from www.accurate-armour.com. It retails at £95.00 (+VAT for UK customers).

The Kit

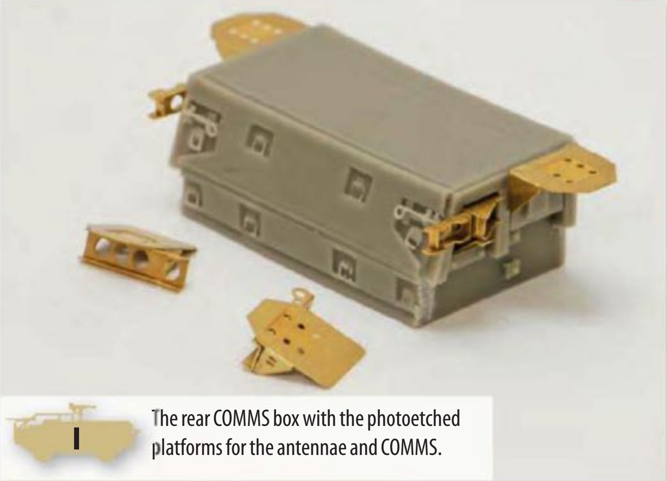
The Jackal-1 kit is very similar to the Coyote TSV-L 6x6 which I built for **MMI** back in 2010. The Coyote article was my first foray into the pages of this magazine and after I had finished it I had contemplated doing the Jackal but I was not sure which version I wanted to do. I pondered it for a few years and finally decided to do the Jackal 1

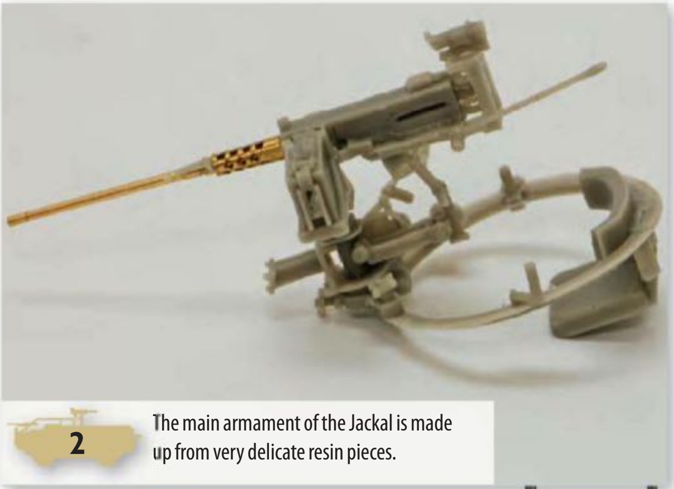
variant as this was different to the Jackal 2. This choice was based on the fact that the 1 has a different look than that of the 2 which is very similar to the Coyote. The basic make-up of the kit is the same as the Coyote and AA has done what could be considered the only game in town in 1/35th scale for these two mongrels. I built the Jackal 1 with the intention that I would eventually pair the two together for a follow-up article. I just didn't realize that getting caught up in other articles for **MMI** would delay it seeing the light of day for almost seven years!

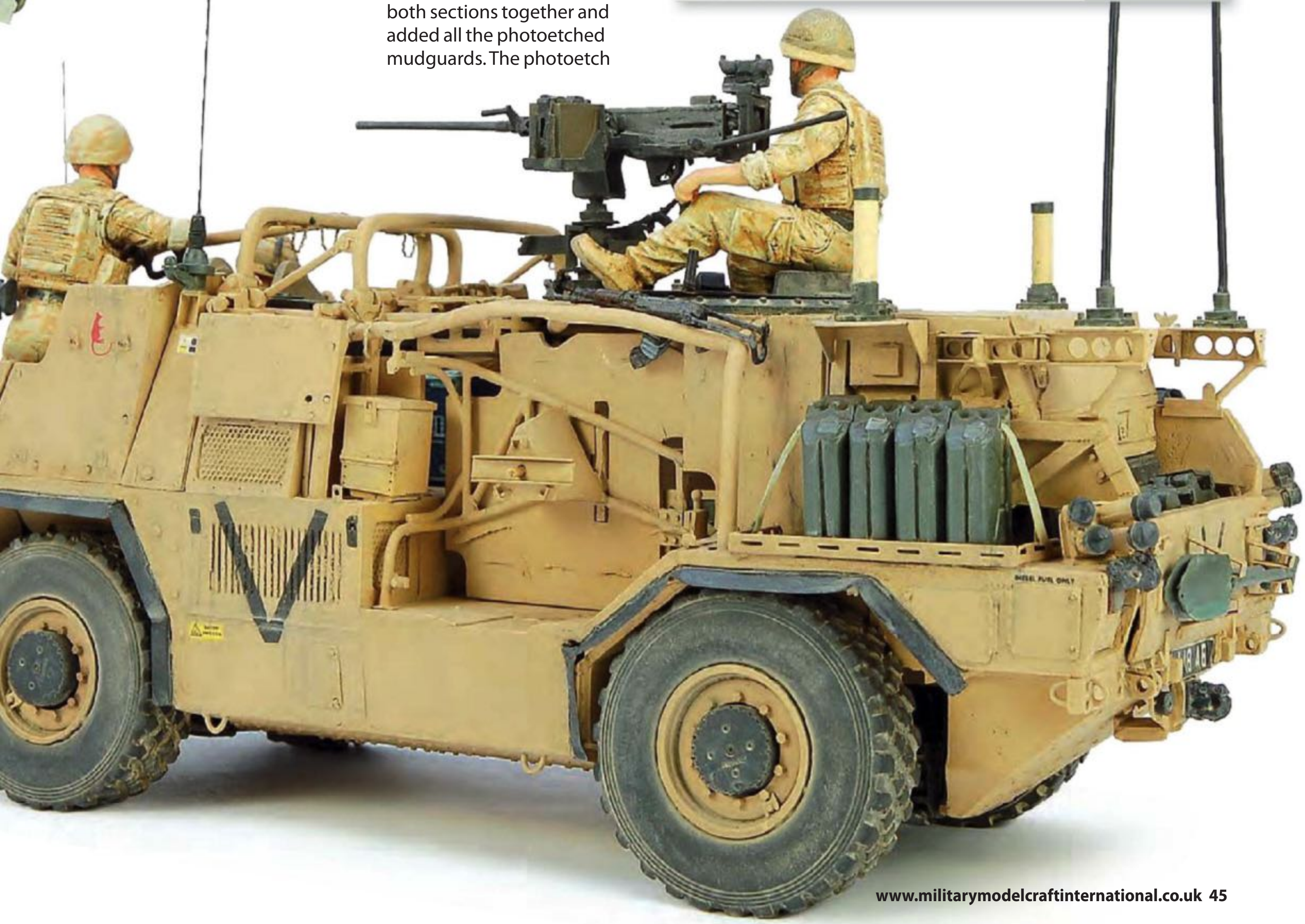
Clean-up is first off. This entails careful inspection of parts for broken or troublesome areas that might need care during removal from their casting plugs, and a somewhat basic form of cataloguing parts according to the parts listing. It soon became apparent that this is a complex vehicle that has a ton of parts, some very small and delicate. The second order of business is a familiarisation with the instructions. This is my most important pre-build ritual. I will sometimes go through this stage four or five times to spot any problems with the instruction pictures. This area can make for a big headache if the pictures are not clear or close enough to pick out exact placement or even the correlation of one part to the next. This is important with this kit as there are many areas that need careful assembly.

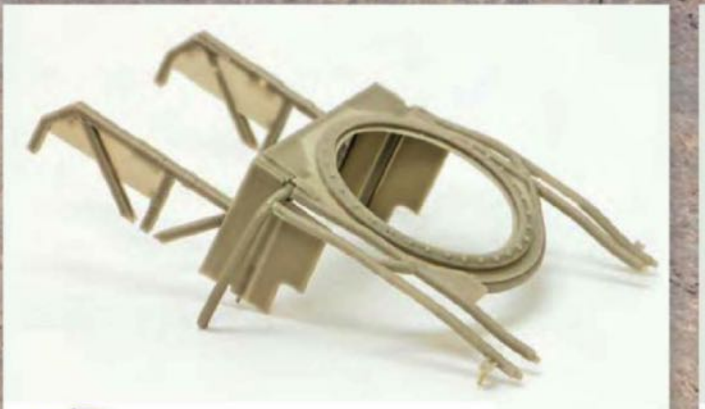
Not So Same

For the body of the Jackal, we have two separate tubs: a front to midship, and a rear to cargo. The beauty of the Accurate Armour design is that the Jackal and Coyote use the same front tub and only the rear section is different. This interchangeability will play out for many of the assemblies throughout the build. I glued both sections together and added all the photoetched mudguards. The photoetch

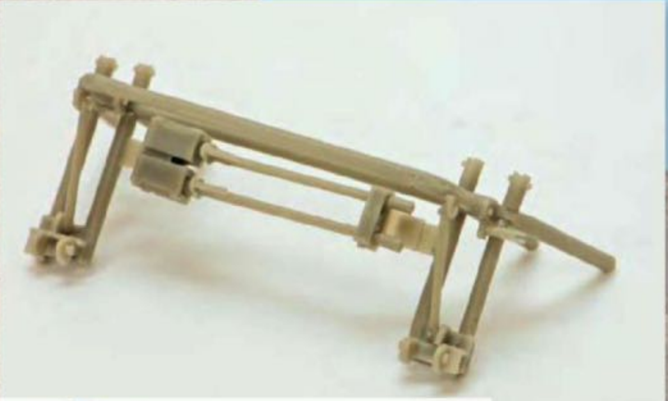

1
The rear COMMS box with the photoetched platforms for the antennae and COMMS.


2
The main armament of the Jackal is made up from very delicate resin pieces.



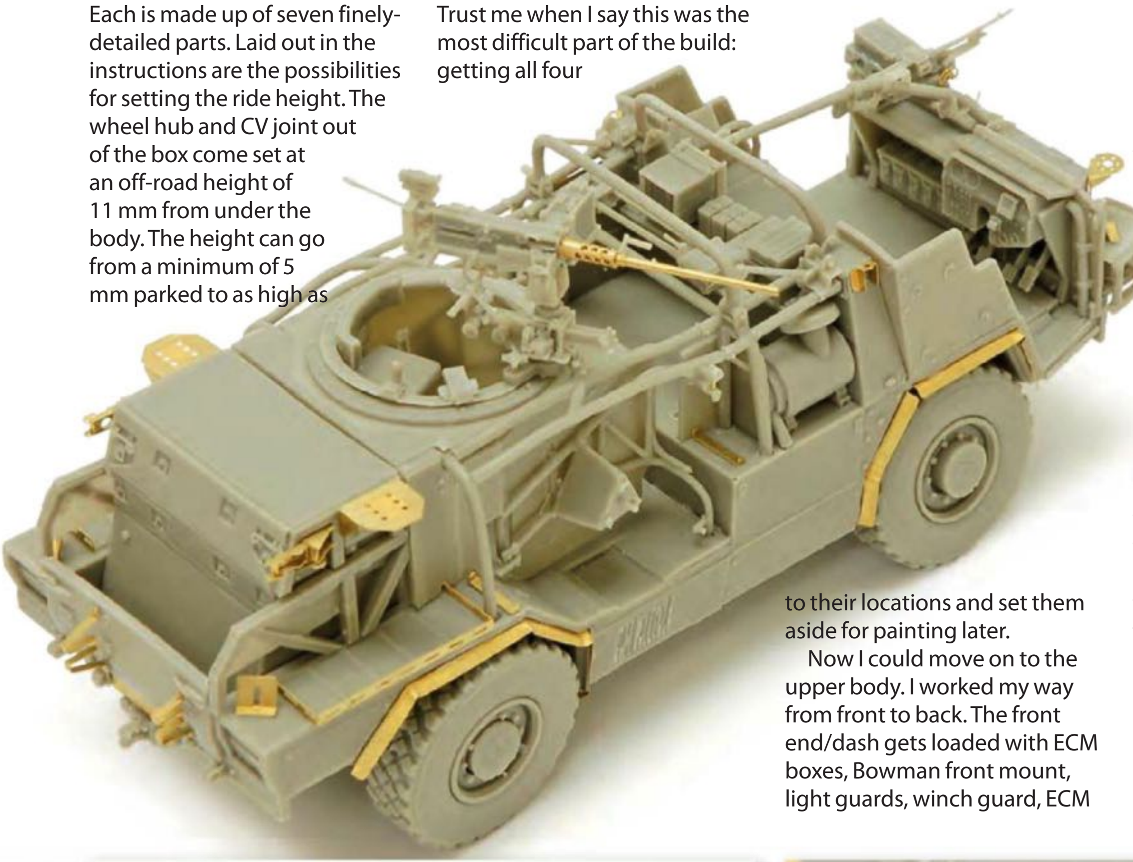


3 The upper cage for the main gunner's mount is another gem of resin moulding.

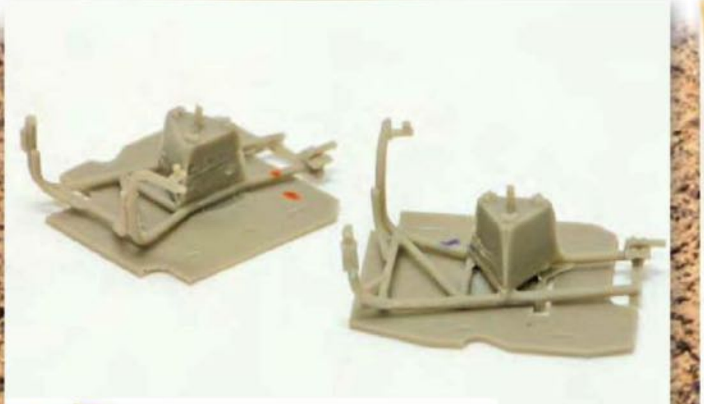


4 The mid-ship upper frame work is also nicely done and very delicate.

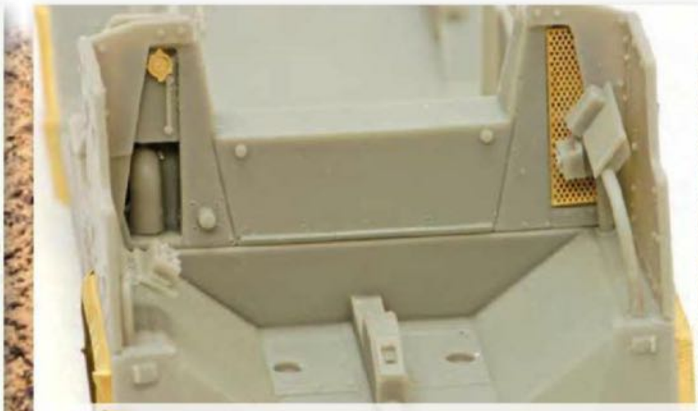
fret is full of Coyote and Jackal parts, so make sure you use the right part for the right vehicle, because some parts do not interchange. Next up are the superb suspension stations. Each is made up of seven finely-detailed parts. Laid out in the instructions are the possibilities for setting the ride height. The wheel hub and CV joint out of the box come set at an off-road height of 11 mm from under the body. The height can go from a minimum of 5 mm parked to as high as 15 mm. I set all of mine for an almost-slammed 6.35 mm. You might ask, "How such a precise measurement?" Machined aluminum spacers glued to the bottom of the truck, my friends! Trust me when I say this was the most difficult part of the build: getting all four stations set the same with the wheels properly cambered. This extra work was well worth the effort, as the truck ends up looking pretty damn wicked. I numbered all the wheel stations to their locations and set them aside for painting later.



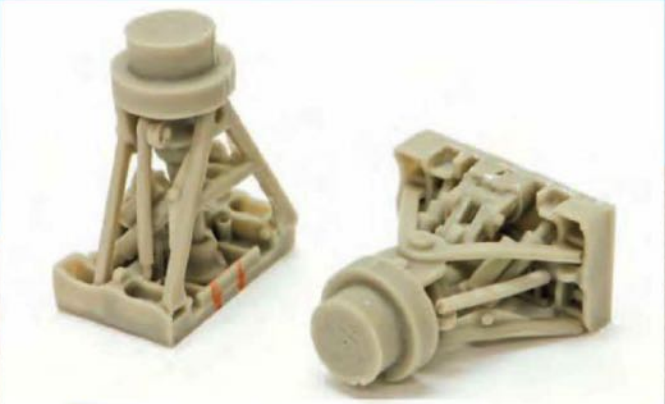
Now I could move on to the upper body. I worked my way from front to back. The front end/dash gets loaded with ECM boxes, Bowman front mount, light guards, winch guard, ECM guards, and smoke dischargers. For the inside, the only thing I added were the pedals. The steering column and fire extinguisher was added after paint. Each of the front doors has a beautiful rifle rack made up of photoetch parts and photoetched handles on the outside. On the middle section of the upper body, I added all the driver's compartment bits: driver communications bar, Bowman control panel, shifter, and the photoetched air vent mesh. The ammo box and fire extinguisher would also be added after paint. Next I glued the side armour panels in place. Moving back just a bit, we have the engine deck lid and the bulkhead. I glued in the bulkhead first as this would be the mounting point for both the wing supports and the .50 calibre mount. Underneath the wing supports are the air filter for the right side and air inlet for the left. The weapon ring pivot received a small photoetch eyelet that attached it to the weapon ring. The ring pivots were set in position on the ring supports, and the



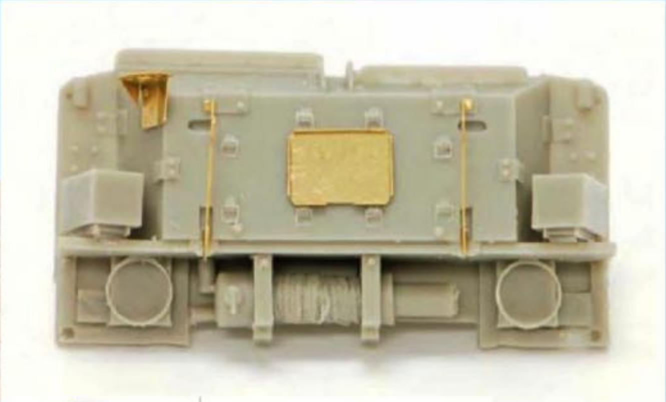
7 Mid-ship lower armour plates do double duty as spare tyre mounts.



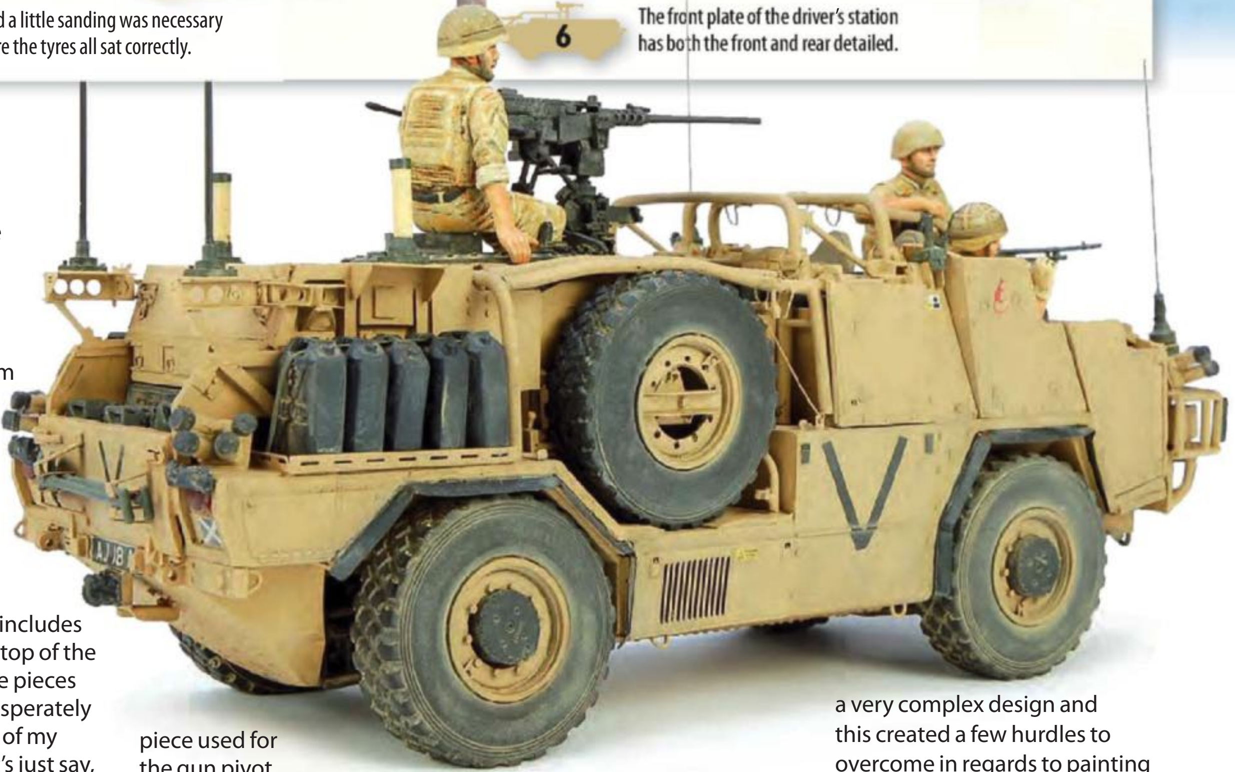
8 Driver's compartment with the side frontal armour plates added along with the inner tube supports for the communication controls.



5 Care and a little sanding was necessary to ensure the tyres all sat correctly.

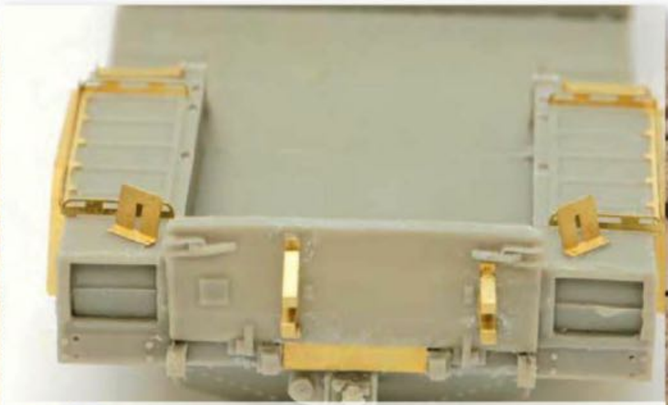


6 The front plate of the driver's station has both the front and rear detailed.

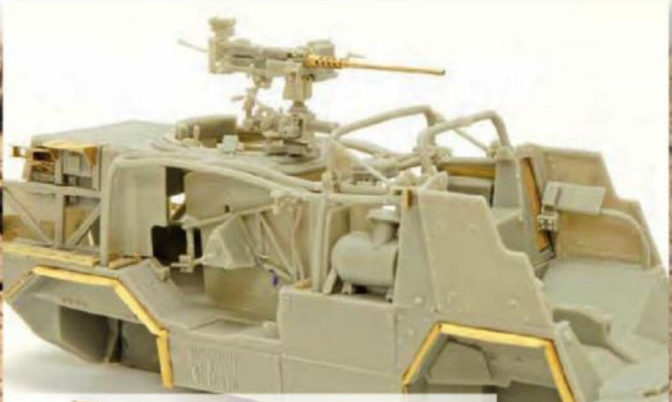


two leading pivots glued in place. This sets the position of the weapon ring and the other pivots were glued in accordingly. The main gun is a little model in itself, made up of sixteen pieces. This is just from the pedestal up. The only modification I made was to add an Armorscale .50 calibre barrel. Most of the assembly was straightforward, but the last picture in the instructions only includes part numbers for the top of the gun, leaving out three pieces all together. I tried desperately to figure the location of my leftover parts, and let's just say, I'm still not sure they are correct. The gun ring for the .50 cal is just as much state-of-the-art as the gun cradle, and has tricky little locking knobs to lock the ring to the ring mount. It also has a nicely detailed gunner's seat. The front 7.62mm LMG is much simpler, with just a swing mount and ammo can. There was one photoetched piece used for the gun pivot. This completed the armament of the Jackal.

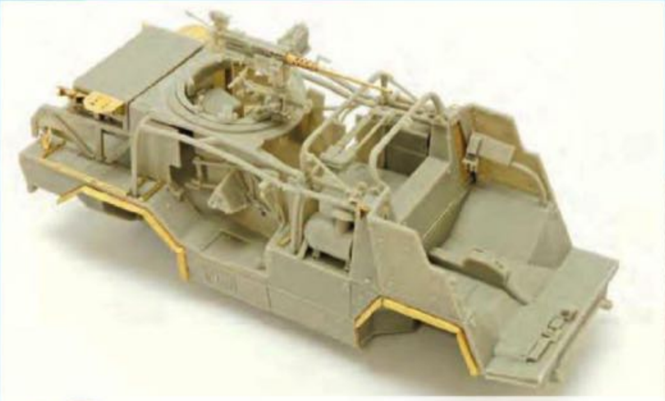
One of the other super-detailed sub-assemblies of the truck is the radio gear that sits on top of the bulkhead that separates the driver's compartment from the crew compartment. This, as well, is a finely-detailed, multi-piece affair. The armour plates that cover the lower midships were left off until after painting. Each side of the Jackal mid-ship is a different design to that of the Coyote in as much as the sides do not open and there are two spare tyres that are mounted outside rather than one on the inside, as well as a rack for the .50 calibre ammunition. The Jackal's upper cage is a very complex design and this created a few hurdles to overcome in regards to painting and assembly. Especially delicate were the rear ECM/antennae photoetched pieces, and I opted to leave these loose for fear of destruction in one wrong move with my doofus hands. Photoetched racks for the jerry cans are a very nice touch but these are in a fixed position rather than the fold-down position like



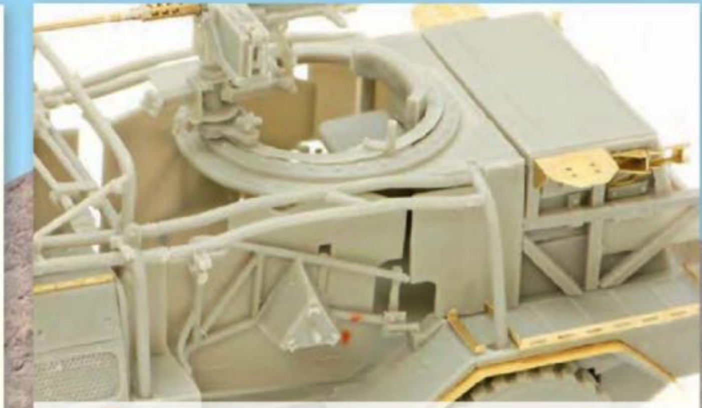
9 The rear lower tube gets the photoetched treatment as well. The coloured resin tail lights were added after paint.



10 Mocked up and all looking good. The .50cal dwarfs everything else.



11 This overhead shot shows why it would be almost impossible to assemble the model completely and then paint it.



12 Photoetch is also used for the mud fender flares that accompany all the wheel houses.

that of the Coyote. Other small details are added but the paint pile is still getting bigger!

The cargo area is just as busy as any other part of this truck. The ECM table was set aside tp be glued into position after painting was complete. I placed photoetch bases for the smoke dischargers on the rear of the body, but as per my reference picture, I opted out of actually attaching the cartridges themselves. I installed the photoetched tail light bases as well as the tow hitch mount and hitch itself. The registration plate was left out until after painting. The final touches for the body were the underside tie-down loops in the mid-body. This completed the basic form of the body and some of the framework, but at this point what the truck resembled was a skeleton! And then there's the massive pile of sub-panels, ancillary bits, doors, wheel stations and more tiny stuff than you can shake a stick at, all destined to be added after painting.

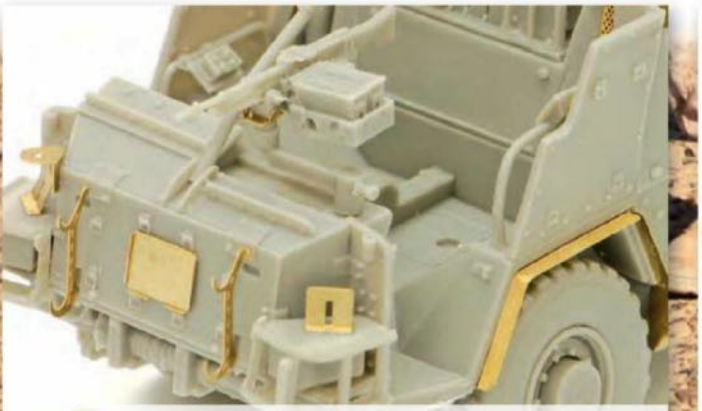
Back at the Wreck... Stoned Again

At this point, I stepped back and planned my priming and painting sequence. As I said before, since this is an open top model, handling and painting was going to be a delicate task.

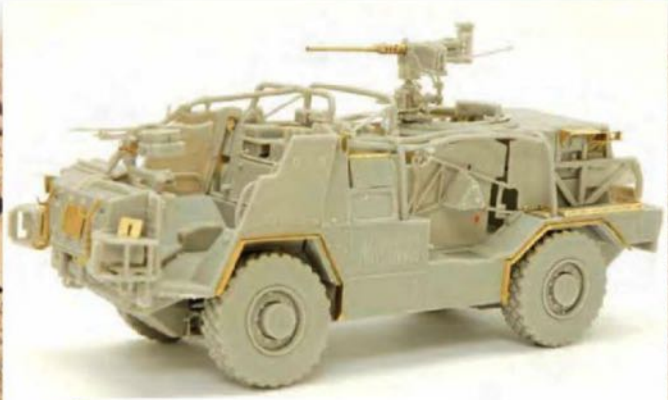
For priming I sprayed all the tan parts with Tamiya Wood Deck Tan, while for the green parts I use Tamiya Dark Green. For the black parts I used an automotive Flat Black primer. After I had finished priming the body, I placed all the individual parts into self-locking tweezers (I have fifteen pairs, don't ask) and primed them with their respective colours. I also masked off certain areas of my photoetched fret and primed them in the appropriate colours. When the primer coats were dry, I readied my mix of basic colours.

The instructions specify Xtracrylix XA1813, but I find that Acryl Gulf Armour Light Stone is much easier to spray, so that's what I used. Both colours are spot-on, but I have had good results with Acryl, so I started spraying the Stone and about forty minutes later it was done. I left the black primed parts (suspension stations, wheels and tyres, guns and mounts, bed locker, petrol jerry cans, steering wheel and column, and mirrors) as they were, as they need no additional paint job. While I had the Stone still in the airbrush, I use a plastic circle template and hit both sides of the rims.

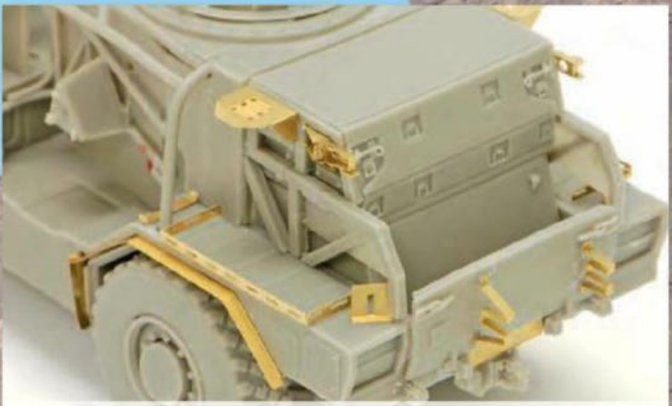
I opted out of using panel fading technique on this truck because of the relatively new service life of the vehicle in Afghanistan. Chipping was also kept to a minimum because the vehicles were painted at the factory in Mid Stone and the adhesion to the body



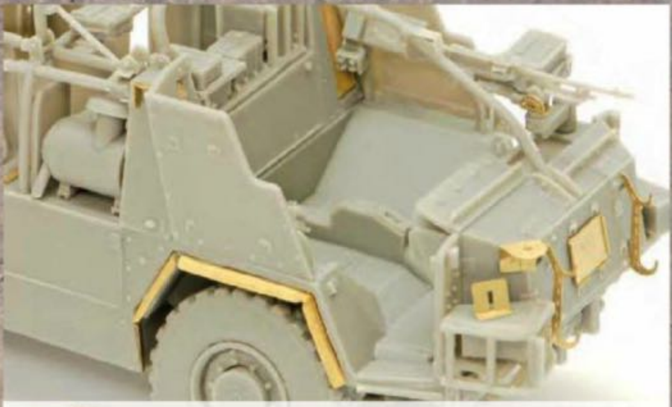
15 These are the small cages that support the smoke dischargers and what I believe to be anti-IED devices.



16 With the Jackal mocked up you can see the lowered stance that I achieved.



13 Again assembled for the photo booth and showing the multi-media nature of this kit.



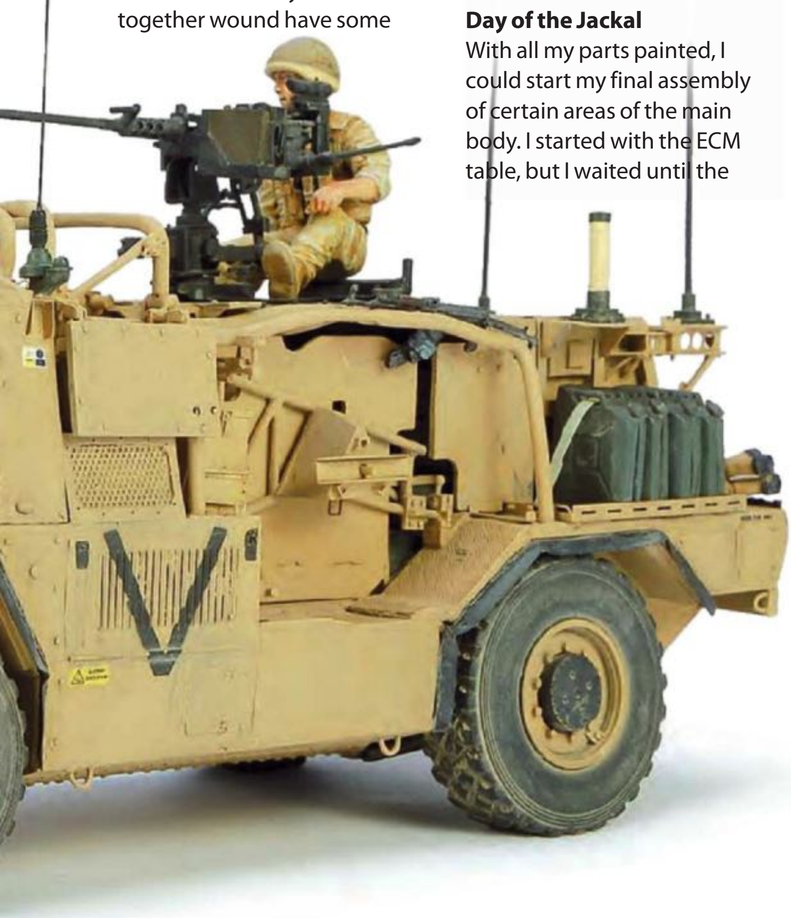
14 The front plate added along with the co-driver's machine gun, not shown are the right and left doors.

parts was not a problem. I also wanted to make sure both the Jackal and Coyote seen together wound have some similarity but that one was more beat than the other.

Day of the Jackal

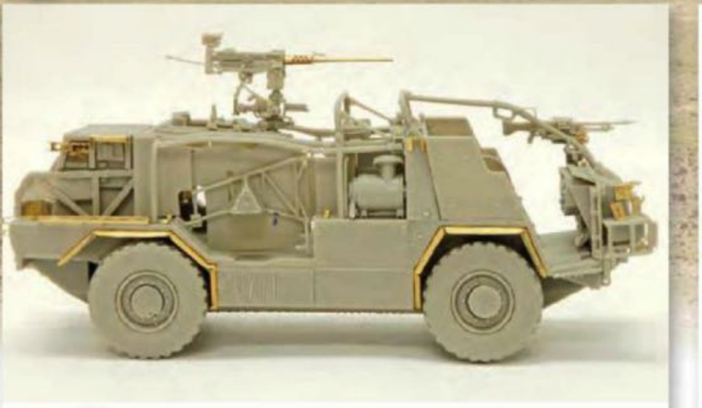
With all my parts painted, I could start my final assembly of certain areas of the main body. I started with the ECM table, but I waited until the end to place the ECM mask and the Bowman aerials to the top of the table. I added the rear tuner box and also the rear ECM controllers to the rear compartment bar. With all the suspension stations painted, I glued them in place as per my numbered location marks. I was finally starting to see the Jackal come to life. Before I went any further adding parts, it was time for some markings. This vehicle has an assortment of warning placards and data tags that go all over the crew compartments. Accurate Armour supplies a good sized sheet of decals and individual letters for the registration plates. All of these markings lay down perfectly with just a little bit of Micro Sol. After I had finished decalling, I went with slightly different markings, adding chevrons seen in one of my reference images. I just happened to have a stellar set of Bison Challenger II decals and simply for some colour I added the Desert Rat on the driver's compartment armoured plate. Now we are poppin'. Having finished the markings, I went back to adding the final armour for the sides and front end to the body. Granted, all the detail painting was taking place as a I went on: ammunition cans, seat belts, comms boxes, and many other touch-ups I might need as things get put on. Finally, I was starting to see my huge pile of sub-assemblies and parts disappear and an ultra tricked-out Jackal 1 take shape in front of me.

I added the ECM aerials out of plastic rod and some carbon antennas from Accurate Armour for the Bowmans. The only non-supplied parts are the gas and water cans which came from Games Workshop/Warhammer. I carefully cut some tie-straps for the cans and the front sand ladders. The mirrors were treated to some Echelon M35 mirrors, which fitted perfectly. The very last thing to go on were the beautiful resin lights. Accurate Armour have stepped up the game and on this kit offered all the lights in clear and coloured resin as appropriate. Personally, I love this and wish others would follow their lead.

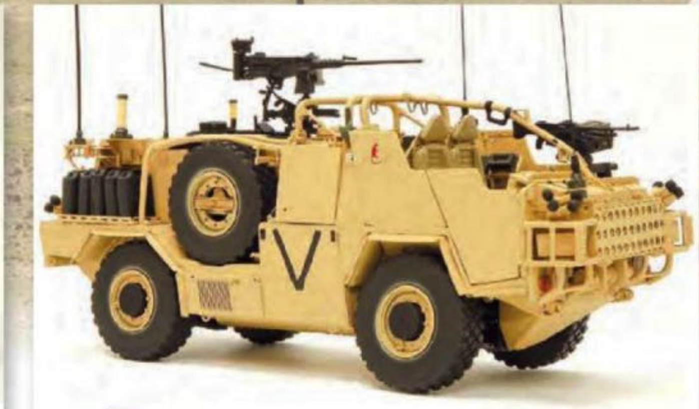


17

18 The rear of the model, dry-assembled.



19 This side shot shows some of the panels still missing

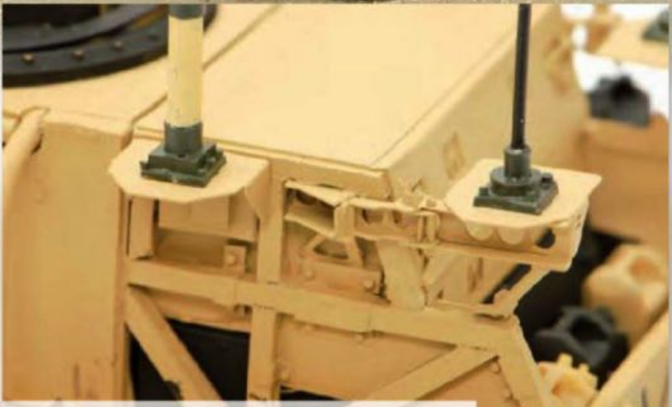


20 The model with a coat of Modelmaster British Gulf War Stone.

You Call that Weathering?

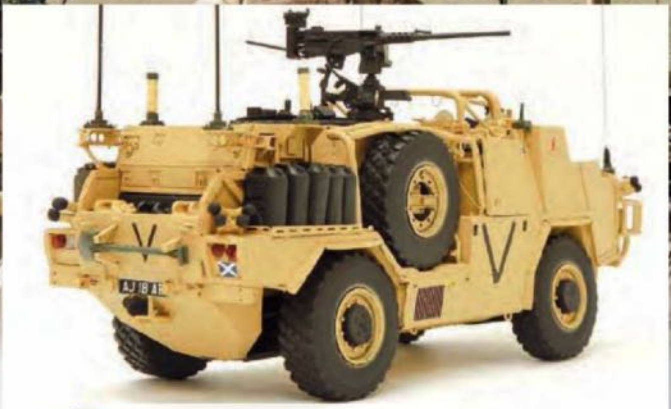
I began my weathering with a clear plan of 'less is more'. I have on many occasions destroyed paint jobs in Dark Yellow, Tan and Light Stone with the wrong colours for the washes, and ended up with a model that looked like it had been dipped in Raw Sienna. My mellow plan of weathering started to take shape over the years, and now I am not afraid of these base colours. I started by wetting of the Jackal with Turpenoid, and continued with a spot wash made up of Raw Umber, Paynes Grey and Lamp Black. This mix is only for the floors, suspension, rims, tyres, guns, and black gas cans. I varied the density of the colour and built it up slowly. As I lightened the mix, I moved up into the interior and to the seats, doors and vent screens. I went over some of the darker areas with this lighter mix and continued layering until I was happy with the effect. I then prepared a wash of Naples Yellow and Unbleached Titanium. This mix, in the same manner of varying the density, was applied to all the panels of the truck. I had a heat gun for shrink tubing at hand that has an adjustable heat setting and this allowed me to hasten the drying time. Thus I could quickly and easily monitor the colour shift.

I also hit the armour panels with this mix in streaking motions, and occasionally varied the colour with the addition of Paynes Grey just for spot detailing. Happy with what I had so far, it was time for some Gulf Sand pigment to be added to both my wash colours: the darker wash for my tyres and floors, and the lighter one for the final baking of my Mid Stone. Sometimes I do one layer of Paynes Grey, Unbleached Titanium and Gulf Sand pigment to just the side walls of the tyres, but not all get the same dose because tyres don't weather identically in real life. The only dry dusting I do is to the guns and ring mount. The point I made earlier about chipping still rings true, but I

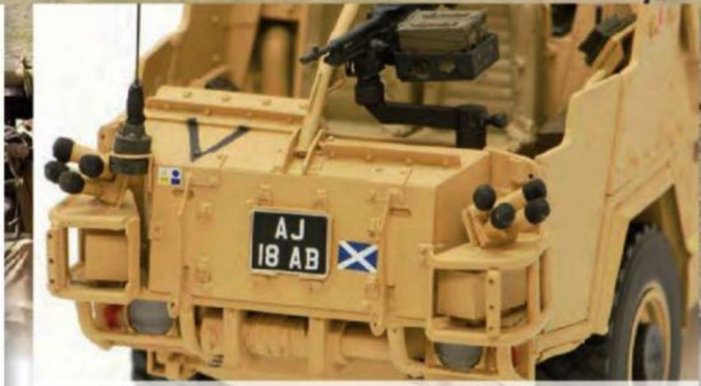


23 Here you can see the scratched paint from putting the jerry cans on and off.

24 The Masterbox figures, painted by Elvin Rodriguez-Torrez, certainly add to the final appearance of the Jackal.



21 Rear shot showing the tail lights and jerry cans.



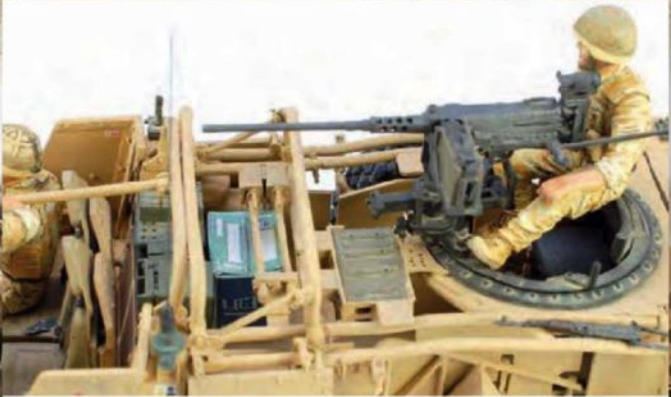
22 Accurate Armour supplies a good complement of decals for the Jackal. The Desert Rat and Scots Dragoon Guards markings are not really correct, but I added them anyway.

opted for a tiny bit of sponge chipping on the sharp edges of the doors and steps. This was followed by some very light streaking of Raw Umber mixed with Gulf Sand. 'Super subtle is Superdope': it rang true in 2010 and it rings true today. Let others weather the piss out of their models with the eyeliners, stinky enamels/mineral spirits, and all the copy cat acrylic weathering goops; it looks all the same to me now and the definition of weathering has taken an almost comedic tone with everyone touting their "technique" as the new bar. How about just weathering your model to suit yourself sans an agenda? Weathering should be based on the vision of what you want to depict in scale, and not how you want to depict yourself as a 'weatherer' in print, on social media, or ad naseum how-to videos. Okay enough of my dreadful opines, let's get back to adding some life to the Hellhound!

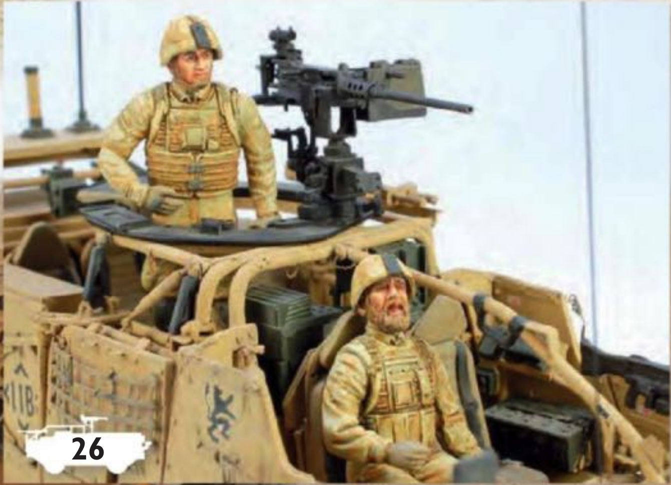
For the final part of this project I contacted a good friend from the local hobby shop and a stellar figure painter, **Elvin Rodriguez-Torres**. I had the exquisite **Master Box Modern UK Infantrymen** set *(ref. 35180)* but I am absolutely terrible at painting figures, so I turned them over to Elvin, who is more than capable of painting them. Within a short time I was sitting with some Dragoons and Rats for my Hell Hounds. This set was designed for the Hobbyboss Wolf Land Rover-based vehicles but they worked out perfectly for these trucks and added some much needed life to my otherwise bland weathering style.

Seven Year Itch

Years of separation from the first build to finally completing this article shows my lack of wanting to race the 'me-first' builders out there and rather just take my time; it's finished when it's finished. My first impression of both the Jackal and Coyote's structure, and the fact that it was an Accurate Armour kit, was that it would be a challenging build but without a lot of overly troublesome areas. I was correct in this assumption, but I was pleasantly surprised at the level of detail and execution of Accurate Armour's design. As I said before, open-top vehicles pose many different build challenges: build then paint, or paint then build? I chose the first option and am content with the outcome. I am not used to building open-top vehicles, and at many points during the build I found myself scratching my head, wondering how to proceed. Even though these are now among the older Accurate Armour kits, they are still better than some plastic kits. In their day they raised the level for resin scale modeling, and in turn, this pushed me to raise my level as a builder to extract the best from this highly detailed kits. These Mongrels gave me was a worthy challenge from the build, to painting, to weathering.



25 Weathered and dusted, figures in place, and some printables from The Armor Farm complete this seven-year project.



26

THE ELEFANT IN THE ROOM

Luciano Rodriguez builds **Tamiya's** new Quarterscale tank killer.

TAMIYA
1/48
GERMAN HEAVY TANK DESTROYER Elefant

The Panzerjäger Tiger (P) or Sd.Kfz. 184 was a heavy tank destroyer used by the German army from the summer of 1943. It was initially known as the Ferdinand, after its designer Ferdinand Porsche, using tank hulls that had been produced for the Tiger I tank requirement, which was rejected in favour of a Henschel design. It was issued to two heavy tank destroyer battalions and served with limited success during the Kursk offensive. In October 1943 48 of the surviving vehicles were returned to the Reich and refitted with a hull-mounted MG34, commander's cupola, additional frontal armour and, of couse, *Zimmerit* anti-magnetic paste. After these modifications the reworked vehicles were renamed *Elefant*.

Basic Assembly

1 Back to basics: to cut parts from the sprue, use a sharp modelling knife and never cut flush to prevent part damage.

2 One of the interesting features of the *Elefant* is that, compared to some other German wartime vehicles, has relatively few road wheels. This is something the modeller always appreciates during the assembly stage.

3 An easy way to sand off the mould seam on the sprocket teeth is to use a piece of styrene with a rounded edge wrapped in fine sand paper.

4 With a fine drill I opened some holes in the drive sprockets.

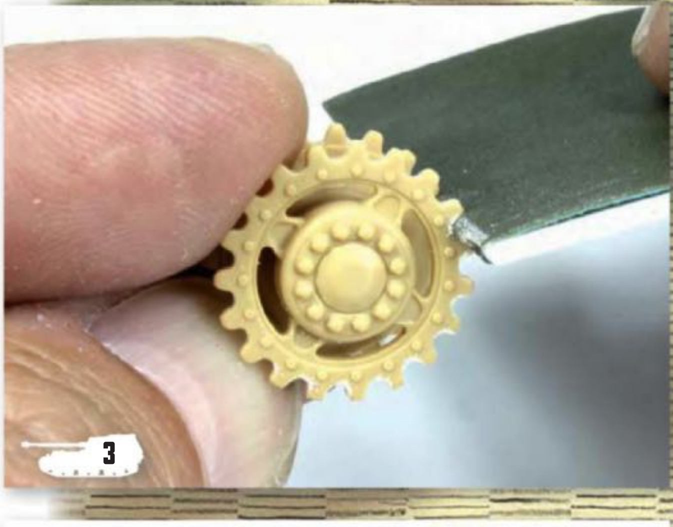
5 I then attached the bogie units to the hull. I use a metal ruler to ensure the correct positioning of the road wheels.

6 The kit's tracks are one of the best features of Tamiya's *Elefant* and have a natural sag moulded into them.

Availability:

Tamiya German Heavy Tank Destroyer *Elefant* *(ref. 32589)* is available from good model shops.

Monroe Perdu 1/48 Zimmerit for *Elefant*. See www.monroeperdu.com



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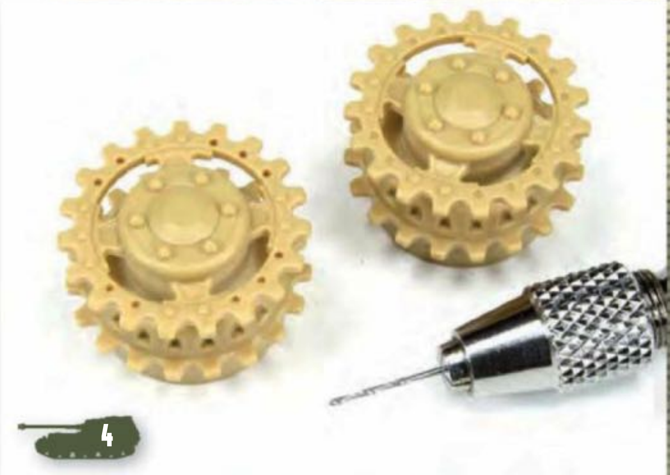

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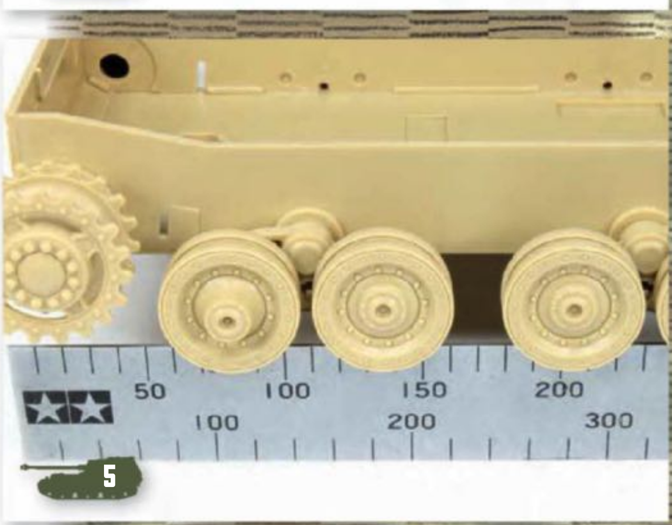

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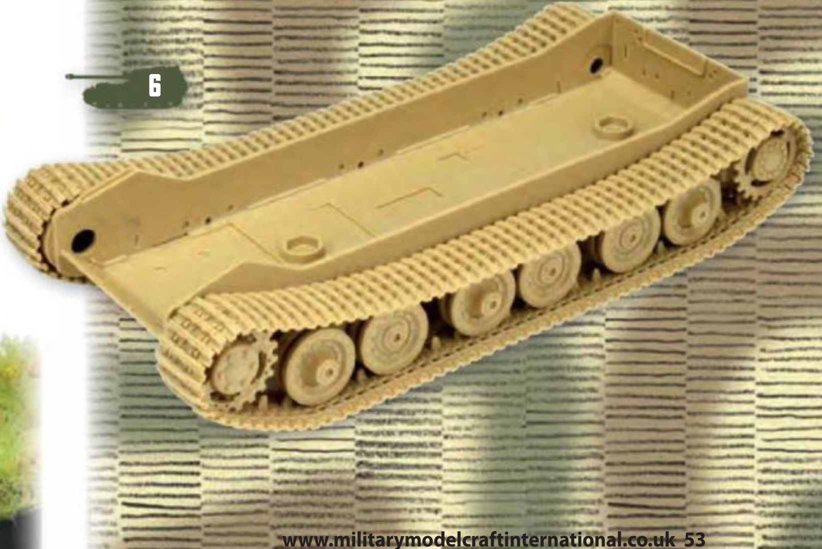

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The *Elefant* in the Room: *Zimmerit*

7 All Ferdinand tank destroyers reconditioned as *Elefants* had *Zimmerit* anti-magnetic mine coating applied as standard. It's not present on the kit itself, but Tamiya produce a separate set of adhesive *Zimmerit*. Before proceeding on the upper hull, I dedicated a few minutes to fix the following details: (1) remove the mark for the *Zimmerit* coating stickers along the casemate sides and (2) remove the solid towing cable clamps. I repeated the operation on the rear casemate plate, removing the solid handles, lifting ring and *Zimmerit* guide mark.

8 Once those things are sorted out, the hull can be assembled quickly. The square fit of those large parts enjoys the traditional Tamiya precision.

9 At this point I paused assembly to proceed with the *Zimmerit* coating. I decided not to go further on the assembly process because I felt it would be harder to apply the *Zimmerit* over a completely assembled model. I felt the Tamiya set was a little too uniform in its depiction of the *Zimmerit* pattern and that cutting the individual stickers to shape would be a challenge.

10 Monroe Perdu is a small Aftermarket producer that produces laser-cut paper *Zimmerit* sets for various 1/48-scale kits. Their *Zimmerit* offers a very irregular surface with a hand-made look, while the panels are pre-cut directly from the sheet. I was really keen to try their products for the first time, but as you will discover things did not go as smoothly as I hoped!

11 I quickly realized the laser-cut paper was necessarily to thick to accommodate the 3-D appearance of the *Zimmerit*. To fix that I thinned down the panels by sanding gently with medium grain (200) sandpaper placed over a flat surface which produces a uniform finish and prevents panel damage. The grainy surface also helps the panel adhere to the kit surface.

12 Having no former experience with the paper *Zimmerit*, I decided to start on the least visible area, the rear lower hull in case. Here the process went smoothly and the *Zimmerit* panel fitted perfectly. The same applied to the rear upper hull section and rear lower hull sides.

13 The small *Zimmerit* panels of the rear electric engine deflectors are curved by pressing gently with a section of the kit sprue. For that, just roll the cylindrical sprue over the panels a couple of times to the desired curve. This is much easier than trying to curve the panels directly over the kit part when gluing.

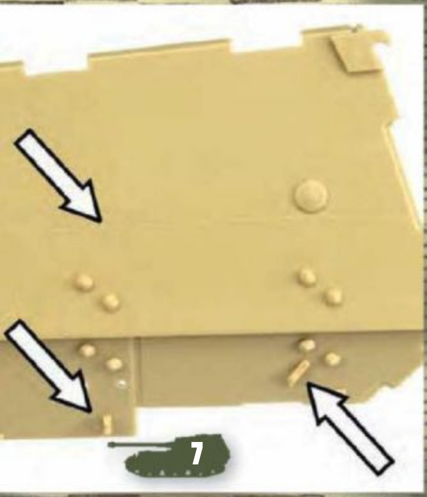
14 The rear tool box is supposed to be covered by a single *Zimmerit* panel which is not really correct, so I decided to trim the panel into separate parts for the sides and front cover of the tool box.

15 The *Zimmerit* panels were glued with Tamiya Extra Thin Cement and any MEK-based liquid cement will work fine for that. This is quick-drying and avoids messy PVA glue. Simply hold the panel in position and gently soak it with Tamiya Extra Thin Cement. The cement will go through the paper to the kit surface. That creates a slippery film that allow you to coax the panel in position comfortably. Press firmly to ensure good adhesion.

16 An issue arose when working on the casemate side panels because if I placed them to fit the bolts, there was a small gap at the bottom. The panels also featured a cut out at the front I could not see in any reference image. To better fit the *Zimmerit* here, I decided to remove all secure bolts with one sharp blade.

17 A second and more serious issue arose on the large hull side panels because they were too small to cover all the kit surface. If I placed the panels fitting the lower edge then a notable gap appeared in the most visible area at the top edge. My solution was to place the *Zimmerit* flush to the top edge so the gap was on the less visible area at the joint between hull and fenders.

18 Then I cut thin stripes of *Zimmerit* from spares to fill the gaps along the hull sides. The result was fine and the remaining surfaces could be *Zimmerit*-ed completely with little extra work. Note the rectangular gap for the towing cable head at the rear was also filled and the cut out for the steel rolled bar fixed with putty.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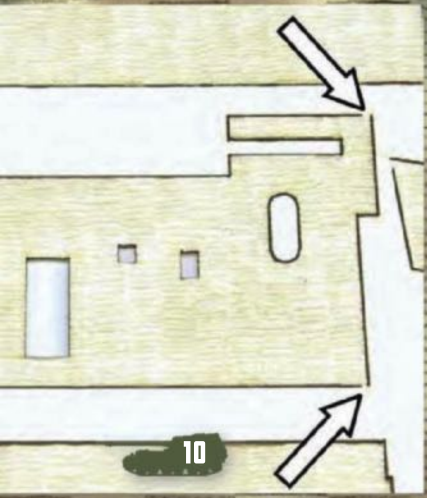
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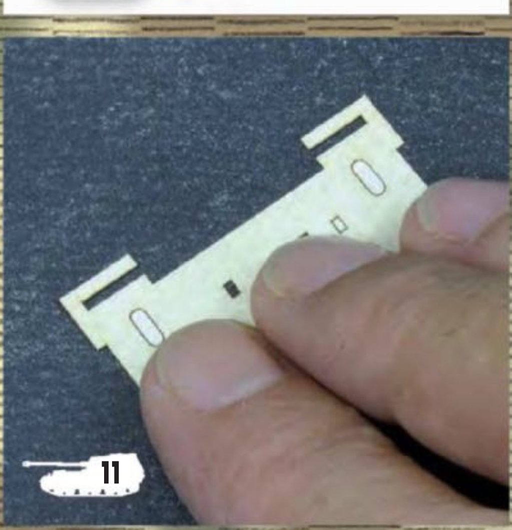
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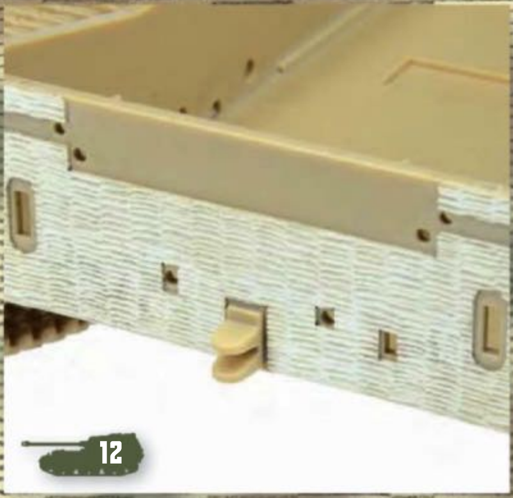
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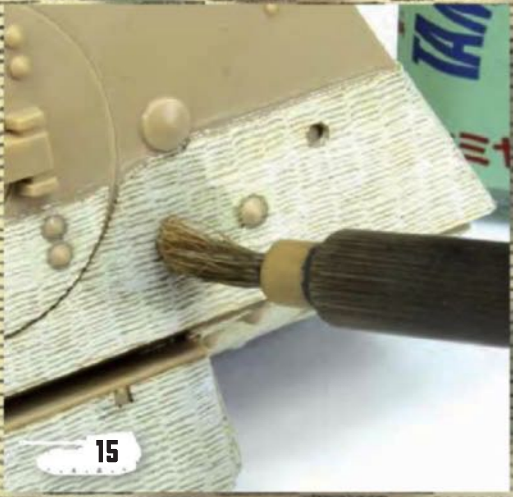
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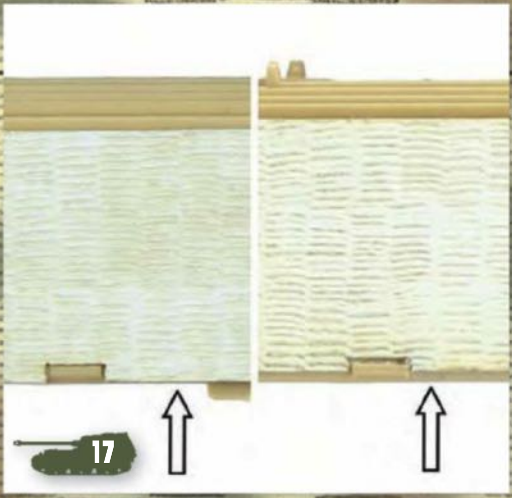
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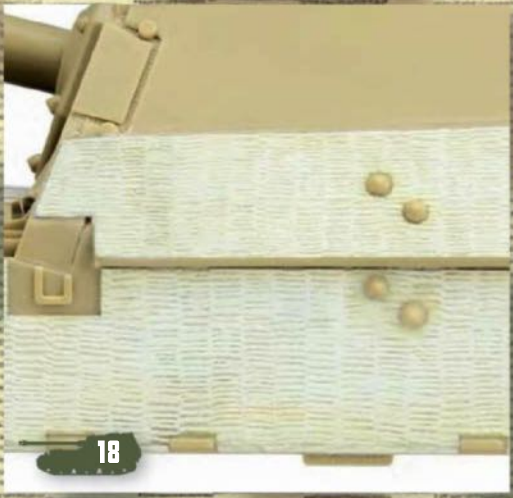
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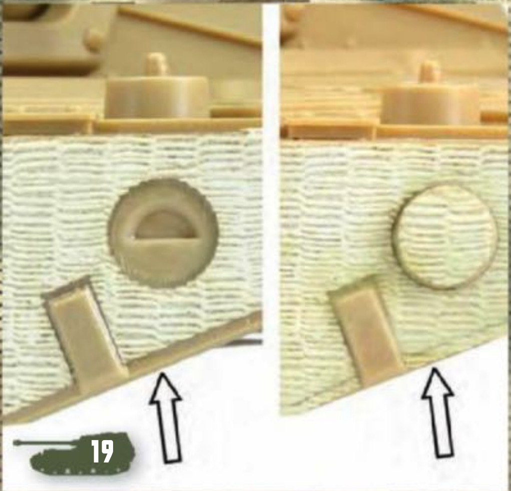
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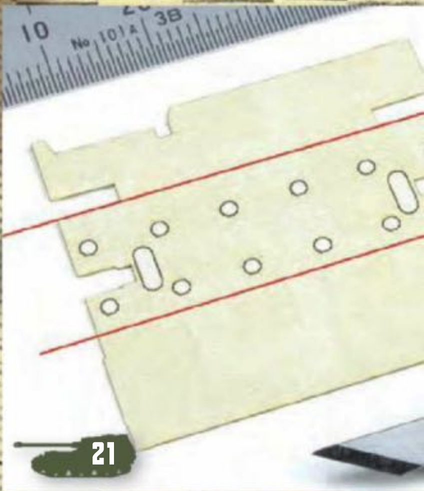
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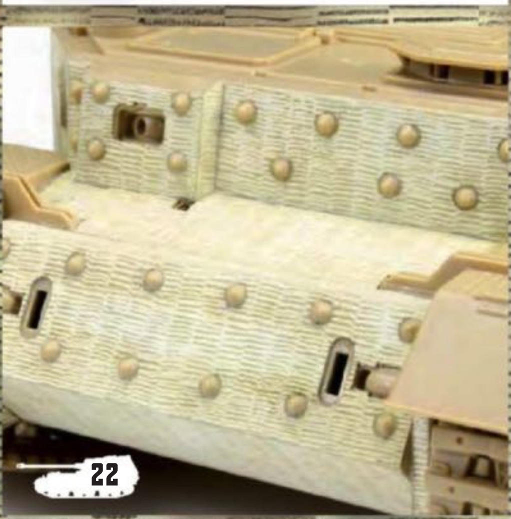
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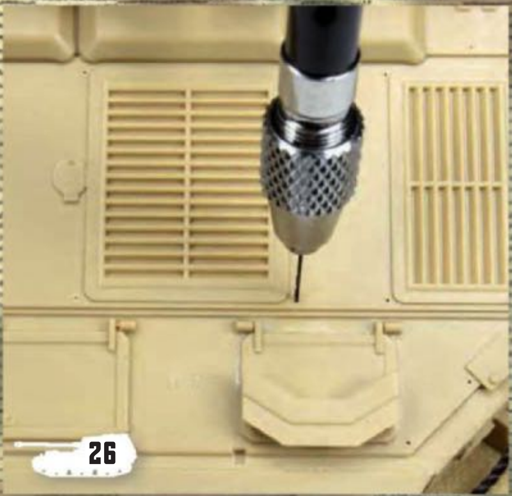
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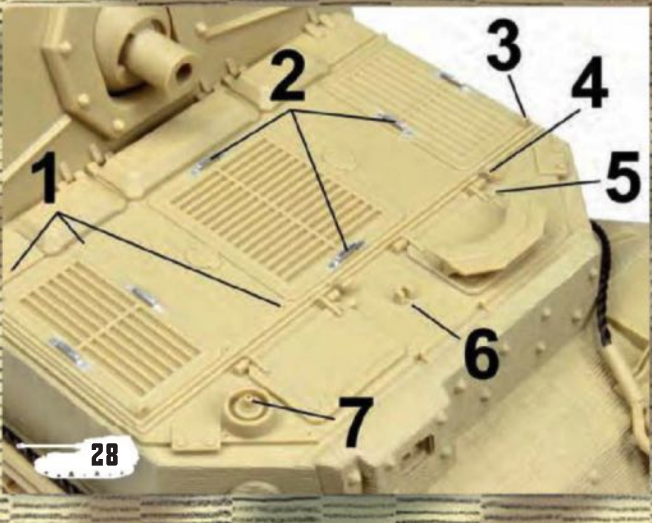
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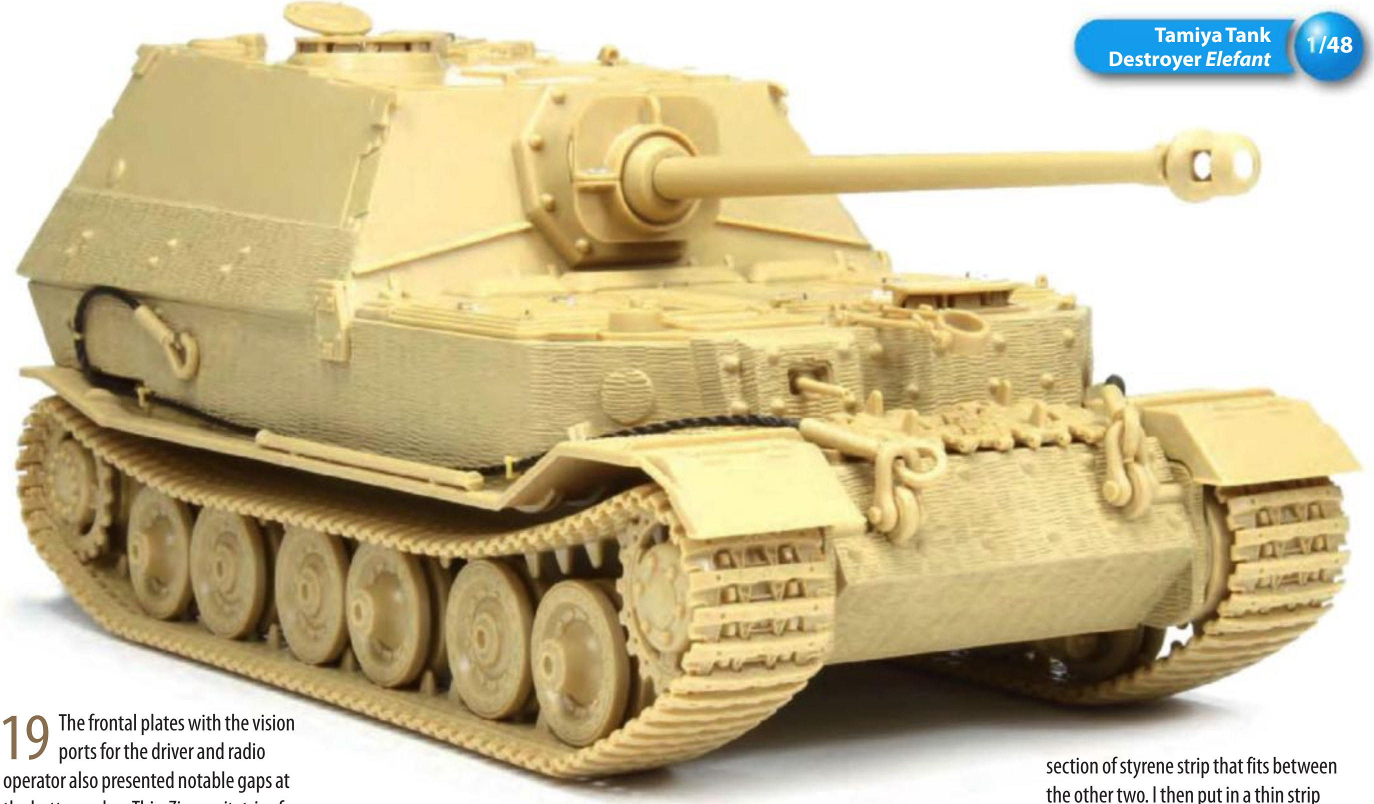


19 The frontal plates with the vision ports for the driver and radio operator also presented notable gaps at the bottom edge. Thin *Zimmerit* strips from spares filled the gap and some putty was also needed around the fender braces plate. Notice the vision ports were disabled on the *Elefant* due to the application of *Zimmerit*.

20 Before proceeding with the Zimmerit panels, I carefully shaved off all of the bolts on the frontal armour to reuse them later. The same applied to the frontal hull armour part. The frontal armour bolts were then replaced one by one, one of the trickier parts of this build. In order to get better results and to prevent gaps between *Zimmerit*-ed surfaces I decided to make new side panels from spares for the MG armour plate.

21 The hull front are is supposed to be covered by one single *Zimmerit* panel. In reality the front of the *Elefant* was made of several armour plates placed at different grades. For a perfect fit, I divided the *Zimmerit* panel into three parts by cutting along the red lines as shown in the image. Although the general fit of the panels is very good, there was still a need to fill some gaps in corners to smooth the step around the bolts. My fix for that was to make mix some Tamiya Epoxy Putty with Tamiya Extra Thin Cement. The resulting paste can be applied by brush, dries fast and retains the properties of the epoxy resin.

22 An overall view of the complete *Zimmerit* coating on the front of the *Elefant*. The final result is, in my opinion, frankly spectacular.

23 With the *Zimmerit* coating complete, I primed the *Zimmerit* panels for photography purposes only. The white *Zimmerit* produces overexposed images and surface detail is better appreciated after I brush painted the panels in a Tamiya styrene shade using a mixture Matt Flesh (XF-15) and Wooden Deck Tan (XF-78).

24 Now it was time to clean up the mould seams on the remaining parts of the kit. The *Elefant* has relatively few accessories compared to some other German heavy weights.

25 The heads of the towing cables were shortened in length and drilled in order to insert the cables and the moulded on brackets on two of them were removed. Here you can see the towing cables placed on the model. With thin brass strip I made new brackets and with thin styrene strip I made new cable clamps. The cable was placed sloped in order to match period photographs. By the way, I really liked the cord Tamiya provided for the cable on this kit. There is a second small cable clamp at the front end of the hull side.

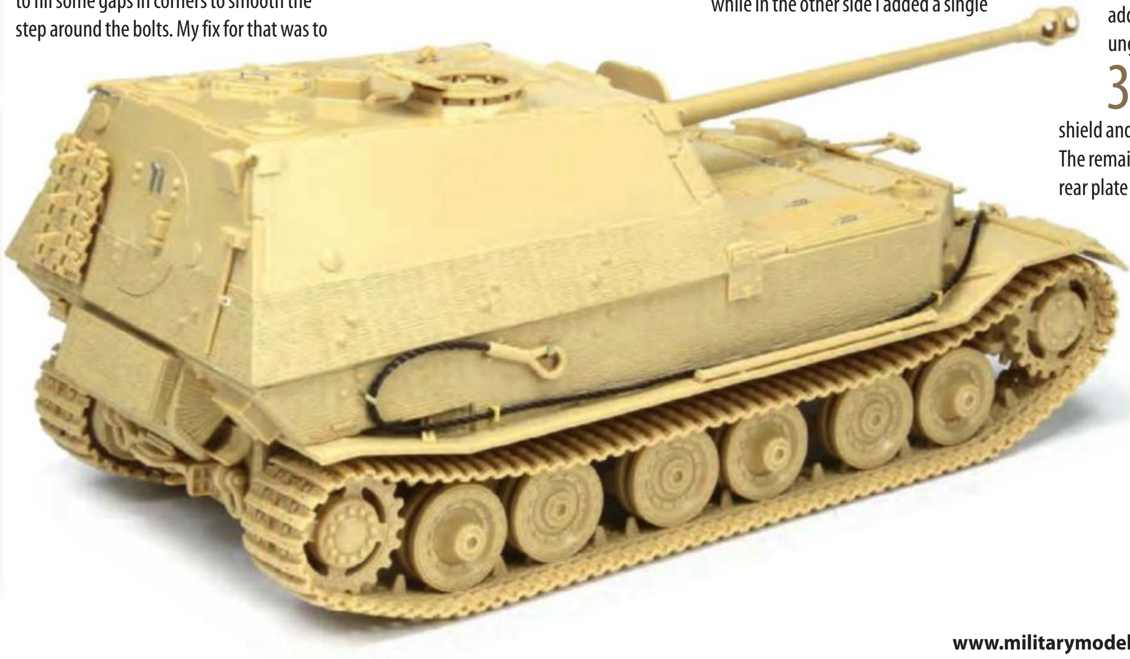
26 With the aid of a pin vice and a fine drill bit I made several tiny holes for the embossed bolts found all over the engine deck.

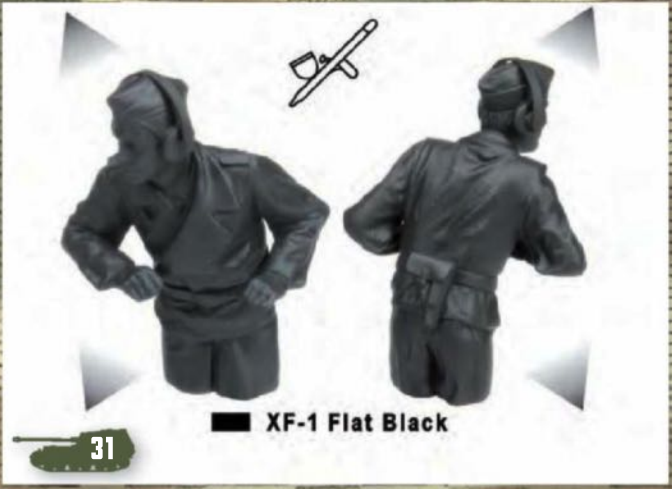
27 The solid handles of the engine access covers were replaced with new ones made of thin aluminium strip. Those small handles cannot be replicated with rod because are not cylindrical but flat. The major difficulty in making the flat handles is to make them all identical. For that I made my own special tool with an ordinary pair of pliers. In one arms I attached two sections of styrene strip, while in the other side I added a single section of styrene strip that fits between the other two. I then put in a thin strip of aluminium, obtained from a soda or beer can, and pressed firmly. The thin aluminium strip is ductile material, making it easy to bend into shape. The result is a well-formed handle you only have to cut from the strip. This way it was pretty easy to make six identical handles quickly.

28 Here is the engine deck complete with: **(1)** drills for embossed rivets; **(2)** replacement handles; **(3)** and drilled lifting rings. The driver's and radio operator's cover plate also needed some attention with **(4)** an added stopper lock, **(5)** a stopper tab for the crew hatches, **(6)** opened solid bracket for the gun travel lock and **(7)** a drilled antenna base.

29 The spare track links suffer from over-simplification and the central links lack a cut out for the sprocket teeth which I opened carefully. The gun travel lock was completed by the addition of the third support arm and I also drilled the link connectors of the corrected spare track parts. These three parts are the very last parts to add to the build and will remain unglued for painting purposes.

30 To complete the upper hull I added the bolts to the gun shield and detailed the gun muzzle brake. The remaining details were at the casemate rear plate where I replaced the handle and lifting ring with copper rod, and added the connection and rain guard to the tail light. On the roof plate I replaced the gunner's hatch's moulded-on solid handle and added some bolts to the hinges of the gunner's hatch and armoured covers of the commander's periscope. On the commander's cupola also I added some small details like the handle and lock tabs to the moveable section of the hatch.





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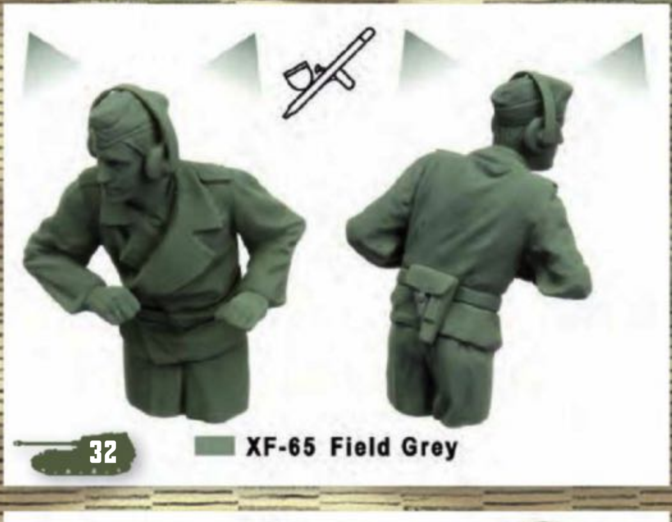

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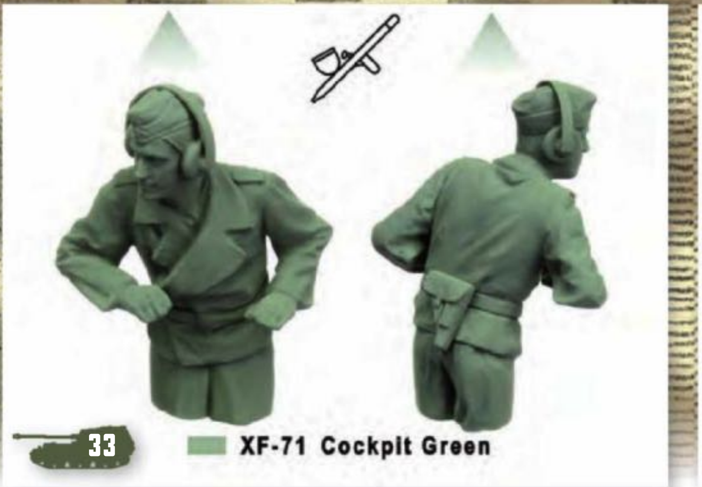

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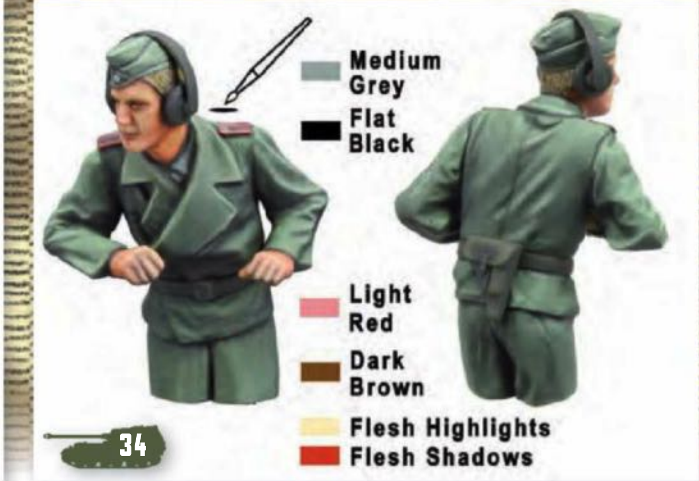

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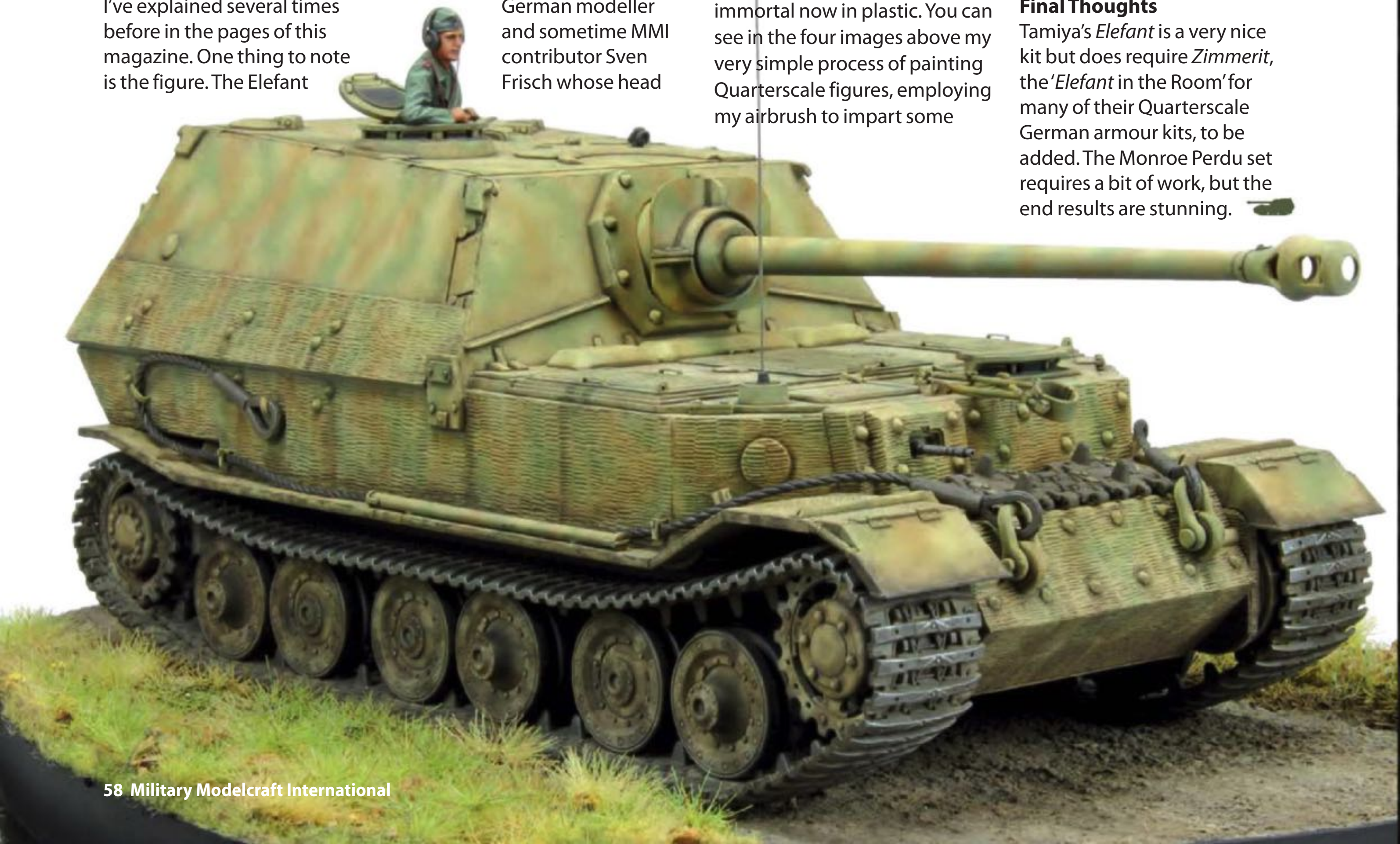
Painting and Weathering (and a little bit of Black Magic)

The painting and weathering of the *Elefant* didn't differ greatly from my usual approach, which I've explained several times before in the pages of this magazine. One thing to note is the figure. The Elefant features a very nice detail thanks to the Black Magic only Tamiya can make. The commander bust included in the kit features the face of German modeller and sometime MMI contributor Sven Frisch whose head was 3D scanned when he visited Japan in 2016. It was very exciting for me to have a nice scale replica of a fellow modeller and Sven has become immortal now in plastic. You can see in the four images above my very simple process of painting Quarterscale figures, employing my airbrush to impart some very simple, yet effective, shadows and highlights. Note the direction of the airbrush in the first three images.

Final Thoughts

Tamiya's *Elefant* is a very nice kit but does require *Zimmerit*, the '*Elefant* in the Room' for many of their Quarterscale German armour kits, to be added. The Monroe Perdu set requires a bit of work, but the end results are stunning.

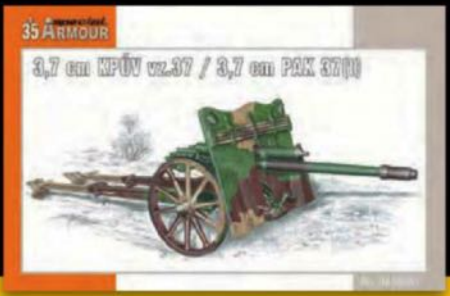


B35101 (1/35)

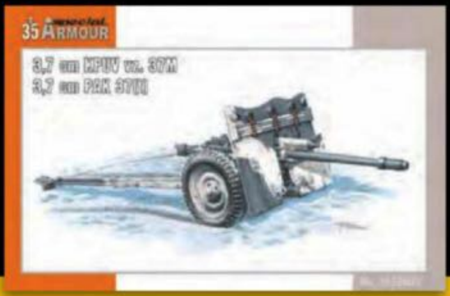
3,7 cm KPUV vz.37 [3,7 cm PAK 37(t)] GUN MUZZLE BRAKE

Detail muzzle brake cast for a model of the Czechoslovak anti-tank gun that was used by the German Wehrmacht and other armies as well during WW2. The brake has apertures around its circumference, was designed in 3D and the master pattern was produced using a 3D printer to achieve the best quality. Easily and directly replaces the kit part which comes without the apertures.

SA35001 (1/35)


35 Armour special
3,7 cm KPÚV vz.37 / 3,7 cm PAK 37(t)

SA35004 (1/35)



MV120 (1/72)

MAN LE 10.220 Bundeswehr Military Aircraft Tug

The kit is 3D designed and along the resin parts, it contains also clear styrene injected parts portraying the cabin windows, a decal sheet and full colour instructions.

facebook.com/specialhobby

WWW.SPECIALHOBBY.EU

WWW.CMKKITS.COM

BITS KRIEG

Both sets can be used for models from Academy, ESCI/ERTL, Dragon, Italeri, Tamiya.

Sets contain 2 drills for adapting the holes of the wheels to mentioned above manufacturers' kits.

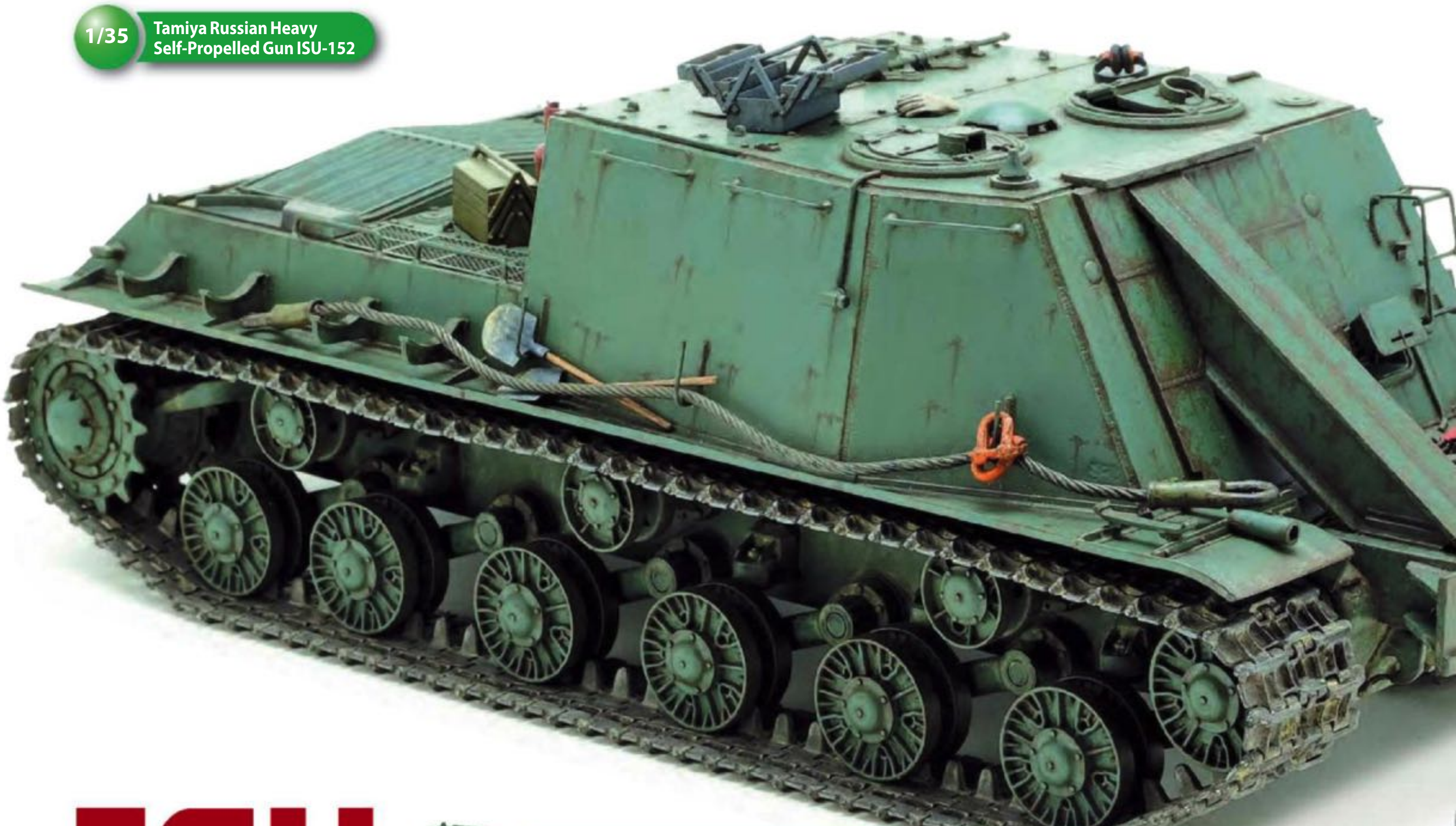
FEATURES LIST:

- *corrected shape of the steel wheel by adding the grooves inside the rims*
- *corrected depth of the steel wheel (please note how shallow are the ones in plastic kits and how deep are the wheels actually on pictures of real tank)*
- *corrected shape and size of the bolts*
- *added optional „stripe" in the middle of wheel's rubber bandage to imitate the residue of rubber from vulcanization process, which can be easily sanded off if not required.*
- *corrected height and width of the middle hub of the wheel*
- *added the grease nipples on the middle hub cap*
- *added markings on the rubbers*

BK-060 U.S. M60 / M48 Wheels + Spare, Steel rim type (All manufacturers). QuickWheel mask included.

BK-061 U.S. M60 / M48 Wheels + Spare, Aluminium „Spider" rim type (All manufacturers). QuickWheel mask included.

www.quickwheelstore.com



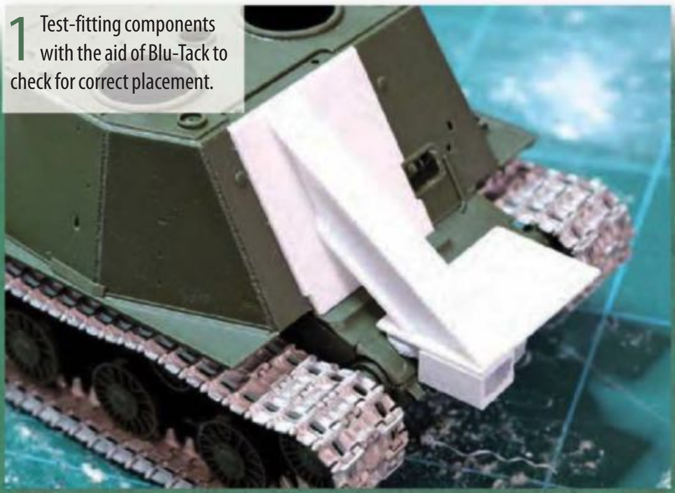
ISU зверобой RECOVERY

Paul Osborne joins the **MMI** team with a 'Beast Killer' in a different guise!

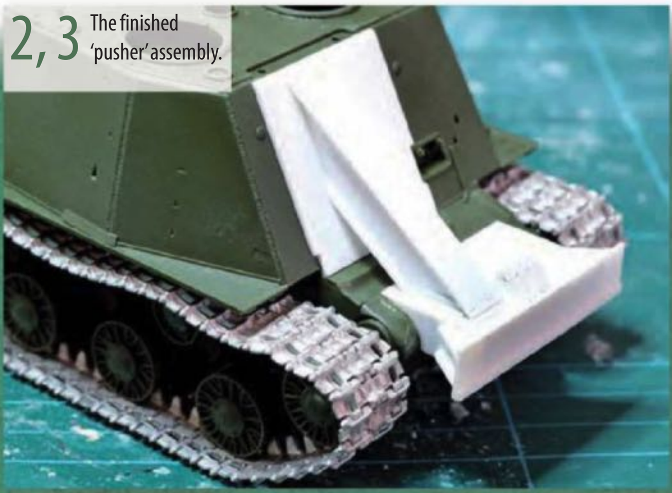
If there is one quality that attracts me to Soviet armour (besides the simple and functional design), it is the versatility and longevity of these weapons; not only did most Soviet tanks spawn a multitude of variants and specialist vehicles, but they often ended up being re-fitted and redeployed for a second or even a third lifetime of use. Just when you think you have seen all there is of a particular subject, some oddball conversion comes out of the Internet woodwork … a case in point, the 'ISU Freight Yard Railway Pusher' (for want of a better name).

Having recently bought **Tamiya's 1/35-scale 'IS-152',** I was determined to put my own mark on this … but what could I do to make it stand out in the crowd? By sheer chance, I came across an image of a very unusual vehicle at a Military Meet somewhere in Poland. With no other references, I really had no idea what this vehicle was. Some time later, the Museum of Military Technology 'Gryf' (again in Poland) posted several images of a sorry-looking ISU hull they had acquired for restoration. Here it was, the very same vehicle, with all the frontal fittings removed. Ironically, this crude surgery yielded the dimensions, angles and fixing points that I needed to make my project viable.

So how do we know that this one-off vehicle was a 'railway pusher'? To answer this question, we need to appreciate the history of the ISU-152. In 1943, there was a requirement for a tank destroyer capable of taking out the German Panthers and



1 Test-fitting components with the aid of Blu-Tack to check for correct placement.

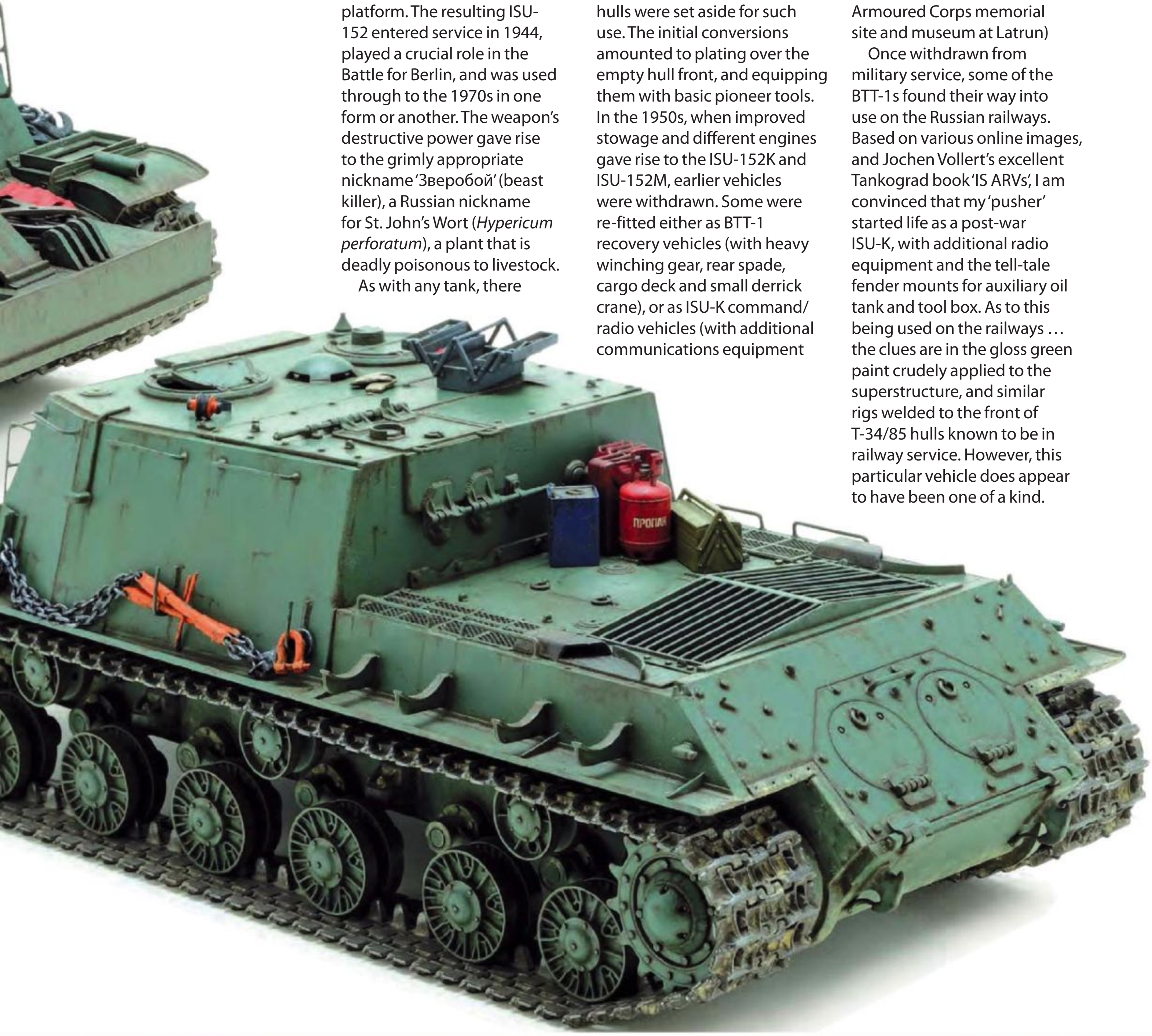


2, 3 The finished 'pusher' assembly.

Tigers. After initial testing, the KV- based SU-152 self-propelled gun was rejected, and the IS-2 tank chosen as a replacement platform. The resulting ISU-152 entered service in 1944, played a crucial role in the Battle for Berlin, and was used through to the 1970s in one form or another. The weapon's destructive power gave rise to the grimly appropriate nickname 'Зверобой' (beast killer), a Russian nickname for St. John's Wort (*Hypericum perforatum*), a plant that is deadly poisonous to livestock.

As with any tank, there needed to be armoured recovery vehicles that were of comparable or greater size and power, so a number of ISU hulls were set aside for such use. The initial conversions amounted to plating over the empty hull front, and equipping them with basic pioneer tools. In the 1950s, when improved stowage and different engines gave rise to the ISU-152K and ISU-152M, earlier vehicles were withdrawn. Some were re-fitted either as BTT-1 recovery vehicles (with heavy winching gear, rear spade, cargo deck and small derrick crane), or as ISU-K command/radio vehicles (with additional communications equipment and greater fuel capacity). Incidentally, examples of both the BTT-1 and ISU-K can be seen at 'Yad La-Shiryon' (Israel's Armoured Corps memorial site and museum at Latrun)

Once withdrawn from military service, some of the BTT-1s found their way into use on the Russian railways. Based on various online images, and Jochen Vollert's excellent Tankograd book 'IS ARVs', I am convinced that my 'pusher' started life as a post-war ISU-K, with additional radio equipment and the tell-tale fender mounts for auxiliary oil tank and tool box. As to this being used on the railways … the clues are in the gloss green paint crudely applied to the superstructure, and similar rigs welded to the front of T-34/85 hulls known to be in railway service. However, this particular vehicle does appear to have been one of a kind.



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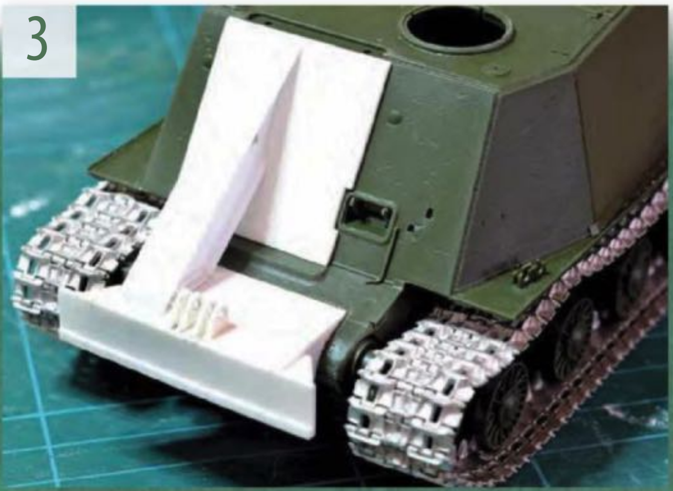
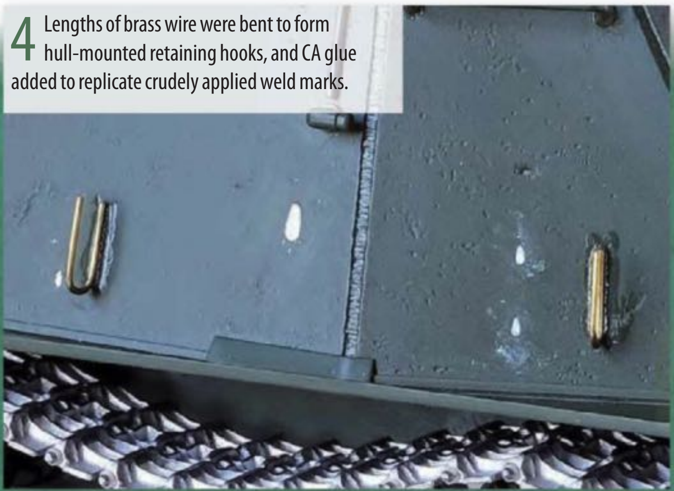


4 Lengths of brass wire were bent to form hull-mounted retaining hooks, and CA glue added to replicate crudely applied weld marks.



The Model

The Tamiya ISU-152 is one of the most enjoyable kits I have built in years; a sensible balance between detail and number of parts, resulting in a model that can stand its ground simply built from the box. My only disappointment was with the two-part upper hull construction. That said, the fit between the front and rear sections proved to be fairly good, and I was confident that subsequent weathering and a heavy rust treatment would conceal any gaps. A very useful feature is the inclusion of poly-caps for the return rollers, which made test-fitting the running gear so much easier. As for the link-and-length tracks, these are particularly well-detailed. However, not appropriate for this vehicle, they were consigned to the spares box, to be replaced by a fully-workable set from Friulmodel (ref. ATL-14).

Construction

Assembly of the running gear and hull was largely carried out as per the instructions. The only deviation was to cut away the rear mud-flaps, and trim the location tabs for the external fuel-tanks. Removing the mud-flaps resulted in careful re-shaping of the hull plate, shimming with Evergreen plastic strip, and adding flap retaining bars (each with four bolt-holes). Apart from a grab handle attached to the rear plate, the engine deck remained unaltered.

Time now to attend to the tracks. The reason for not using those supplied with the kit, was that post-war vehicles appeared to have been fitted with heavy-duty links (hence the Friulmodel version). The only improvement was to replace the wire track-pins with lengths of Albion Alloys' 0.5mm brass rod, which I felt would be less prone to bending. Having initially opted for the standard number of links to create a typical top-run sag, I then realised that without armament and ammunition, the vehicle would ride much higher. Instead of dropping the suspension arms, the simple solution was to remove one link from each side.

With the necessary dimensions and reference images, I was able to make a start on the all-important modification. Thankfully, the wide range of Plastruct profiles meant I could use various pre-formed sections, plastic sheet been needed only for the large flat areas. I blanked off the hull front with 1mm sheet, taking care to include cut-outs for the fenders and driver's vision port. Although in reality, this would have been made from three sections, I settled for a single piece, with the intention of finishing off with Archer Fine Transfers' weld-beads. This was my first experience of using these resin weld-beads, and the process could not have been simpler … measure, cut, soak, apply, and fix with Micro-Sol. A general set, such as AR88006, has enough variety and footage to last several projects. At this point, the task involved a fair amount of 'educated guesswork'; a combination of known dimensions for the huge I-beam, and experimentation with various angles, length and placement. Before committing to plastic, I tried out my ideas with cardboard and Blu-Tack … a simple process, saving a lot of wasted effort. The main conversion complete, I added smaller details such as angle-iron stops, towing lugs and corner bracing.

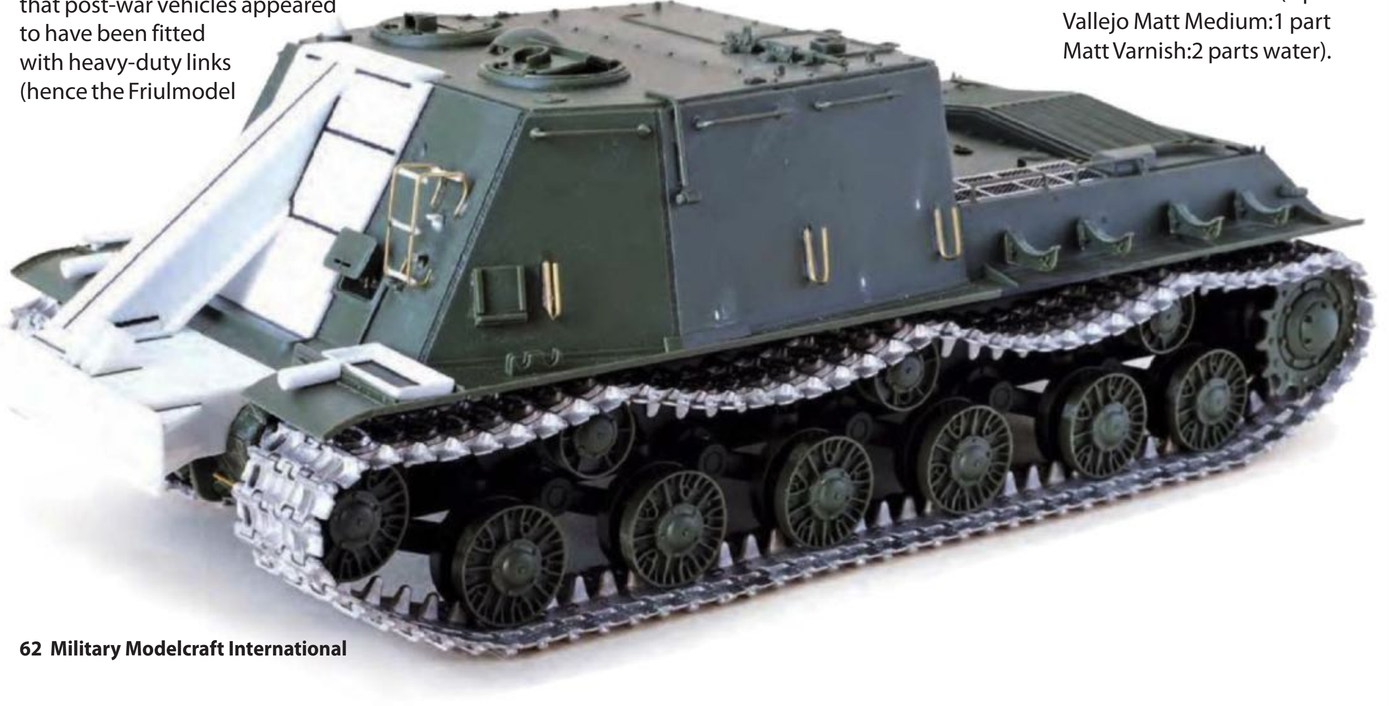
Again based on my references, I cut back the front fenders, and added the two 'mystery' tubes (one on each side). I also fitted the brackets for the missing fender-mounted oil tank and toolbox, and added the headlight protection cage (made from lengths of brass rod shaped around a plastic former). Having filled the unwanted tool-location holes, I added grab rails and towing-cable retainers. Small amounts of CA glue were then used to simulate the rough welds holding these items in place. All that remained was to scratch-build an aerial mount, and remove/blank-off periscope lenses.

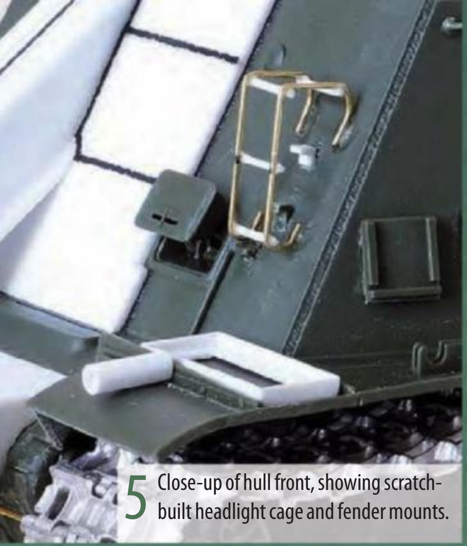
Painting & Weathering

Not owning an airbrush may seem to be a huge setback, particularly when dealing with a heavily weathered vehicle such as this; clearly, the 'hairspray' technique would not be option. However, being restricted to brush painting does have its advantages, as every scratch and rust spot has to be carefully considered to achieve the desired realism.

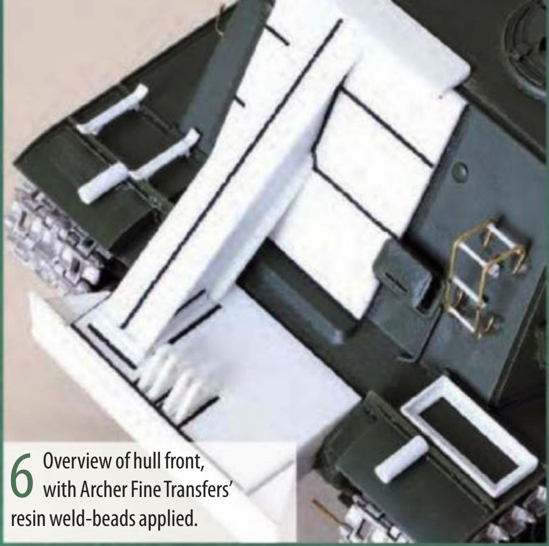
Of course, the first task was to prime the model. For this I used Citadel's Chaos Black, and followed with a light coat of Medium Grey (from Vallejo). And so to the base colour … the aim being to replicate a faded grey-green, I opted for Vallejo 70.920 (German Uniform) rather than the usual 4BO or other 'correct' Russian shade. Four thin coats turned out to be just right. Time to make a start on the rust effect … no short-cuts here; close observation of the reference images, and painstaking application of 70.941 (Burnt Umber) with a fine-pointed brush. However, two different treatments were called for: the hull showing signs of corrosion only where it had been scraped or damaged; the 'pusher' almost entirely rusted due to constant use.

Satisfied with the effect so far, I applied a filter layer of 70.857 (Golden Olive) to the hull and running gear, and several coats of 70.970 (Deep Green) to the 'pusher'. Replicating the railway-issue paint, this green proved to be quite garish, but less so than the gloss colour that would have been used on these vehicles. Allowing the paint to fully dry, I proceeded to stipple the 'rust' areas with various combinations of Vallejo 70.941 (Burnt Umber), 70.814 (Burnt Cadmium Red), 70.995 (German Grey), 70.818 (Red Leather) and 71.083 (Orange) to mimic the full range of tones seen on heavily rusted vehicles. Additionally, small quantities of black were applied to the exhausts and hull sides to give the impression of scorching and soot residue. Before moving on to the next stage of weathering, I treated the entire model to sealant coat (1 part Vallejo Matt Medium:1 part Matt Varnish:2 parts water).

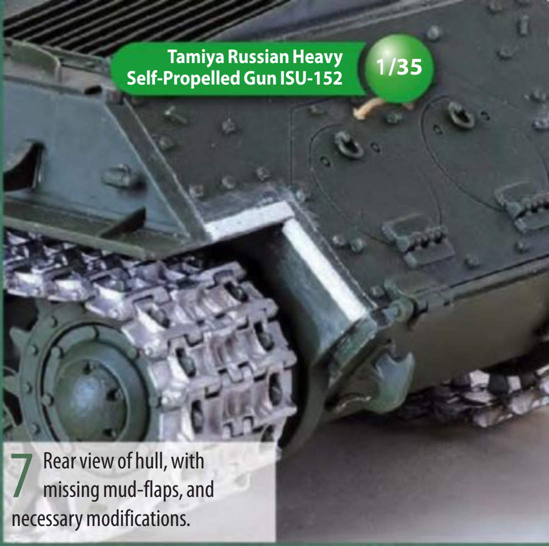




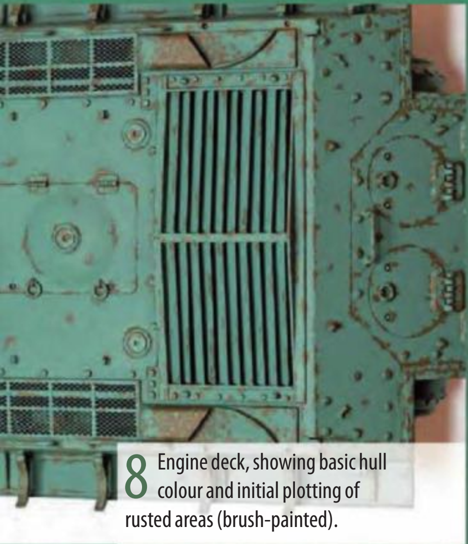
5 Close-up of hull front, showing scratch-built headlight cage and fender mounts.



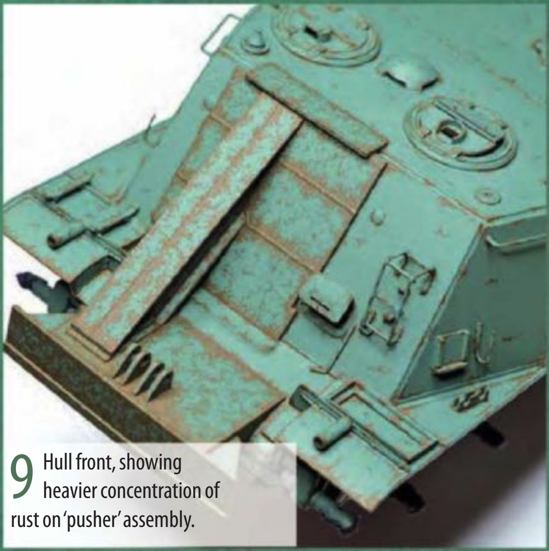
6 Overview of hull front, with Archer Fine Transfers' resin weld-beads applied.



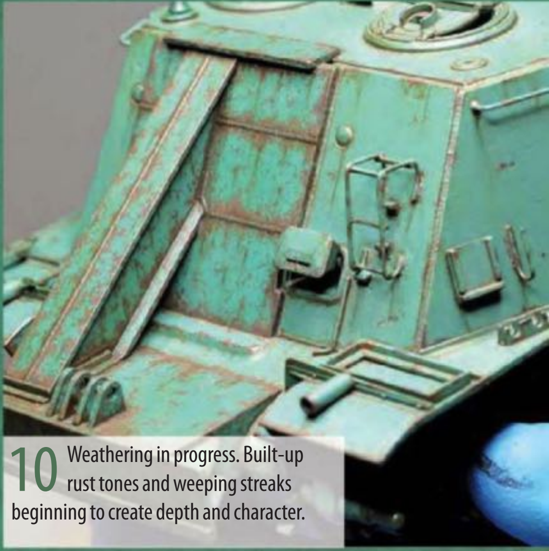
7 Rear view of hull, with missing mud-flaps, and necessary modifications.



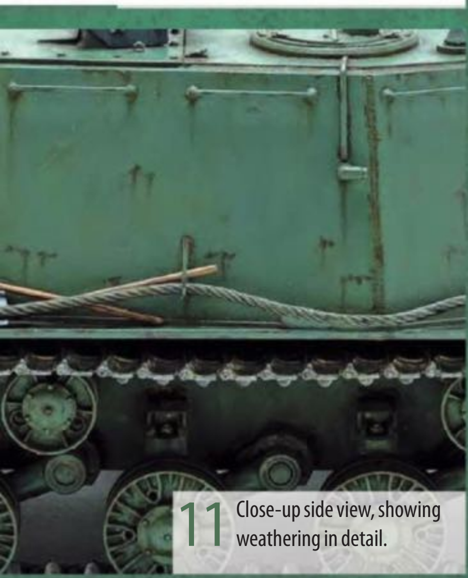
8 Engine deck, showing basic hull colour and initial plotting of rusted areas (brush-painted).



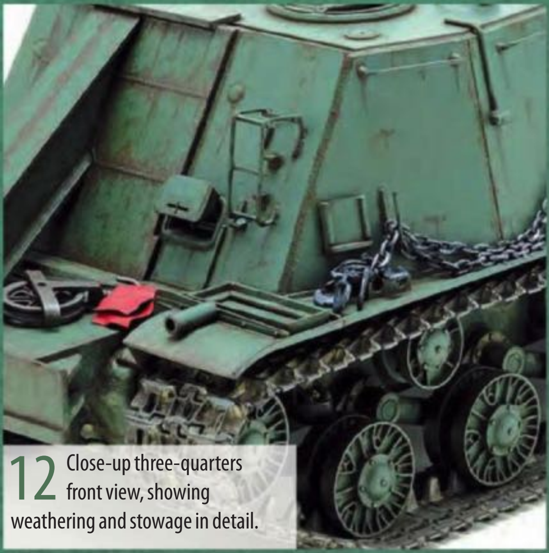
9 Hull front, showing heavier concentration of rust on 'pusher' assembly.



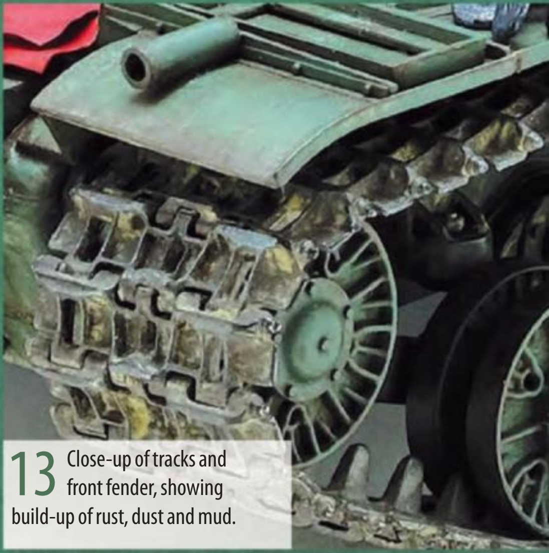
10 Weathering in progress. Built-up rust tones and weeping streaks beginning to create depth and character.



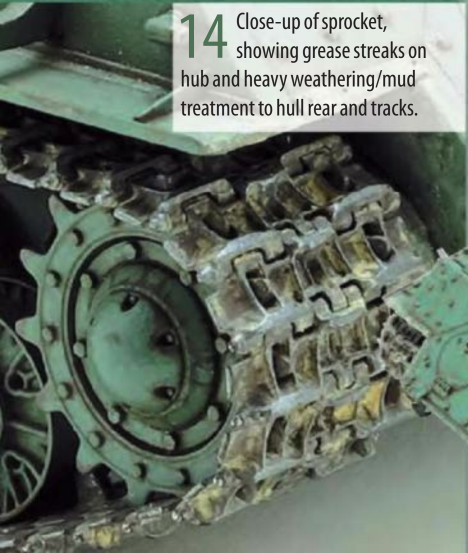
11 Close-up side view, showing weathering in detail.



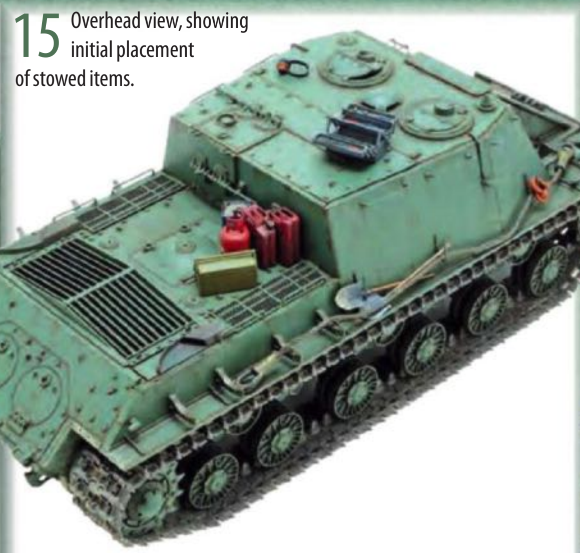
12 Close-up three-quarters front view, showing weathering and stowage in detail.



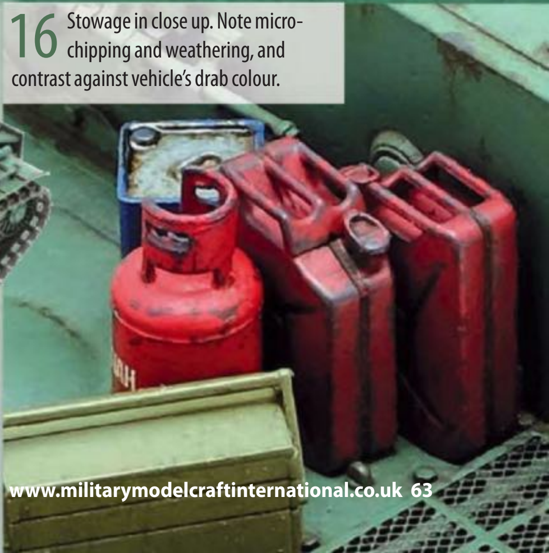
13 Close-up of tracks and front fender, showing build-up of rust, dust and mud.



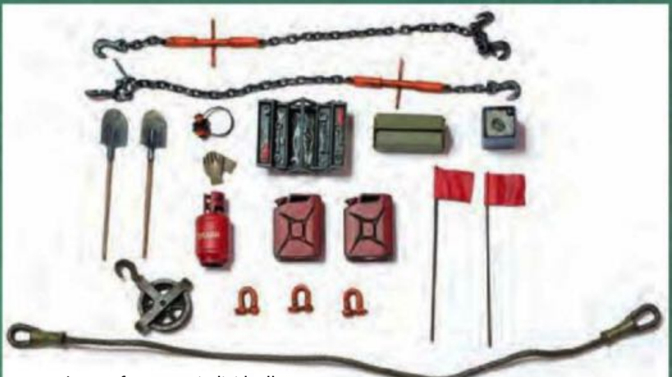
14 Close-up of sprocket, showing grease streaks on hub and heavy weathering/mud treatment to hull rear and tracks.



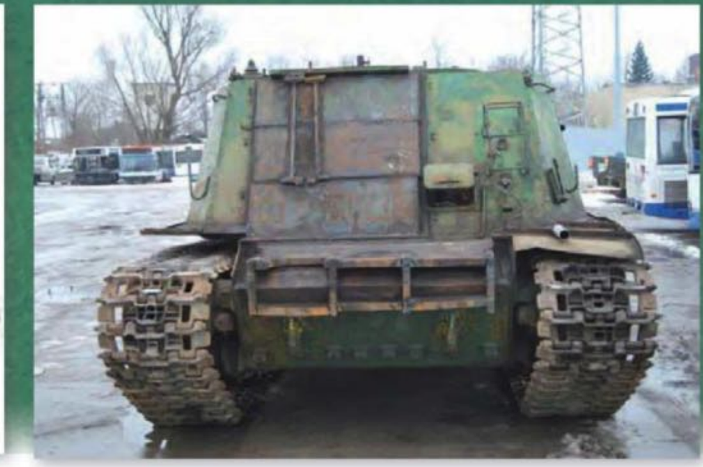
15 Overhead view, showing initial placement of stowed items.



16 Stowage in close up. Note micro-chipping and weathering, and contrast against vehicle's drab colour.



17 Items of stowage, individually painted and weathered.



(above) The image that provided vital measurements and construction information. ***Photo from Museum of Military Technology 'Gryf' (www.muzeumgryf.pl)***

The aim was to create the impression of a tired vehicle, with weeping rust and powdery brown grime, so often seen on old railway stock. With this in mind, I began with a series of pin-washes using AK Interactive AK 066 (Brown Wash for DAK Vehicles). This was followed by AK 012 (Streaking Grime for Dark Yellow Vehicles), which I used to add staining around rust marks over vertical and sloping surfaces, and larger areas over horizontal areas (around hatches and in the fender wells). The engine deck and hull front required special treatment; a combination of AK 070 (Brown Blue Wash) and AMMO's A.MIG-1002 (Tracks Wash), both to emphasise the staining, and to add further definition to the weld beads.

Returning to the tracks, here was the perfect opportunity to try out AMMO's A.MIG 7437 (Dry Earth Tracks) set. A recent release, this conveniently includes acrylic paints, weathering oils, mud effects and pigments. Having primed the tracks with Citadel's Chaos Black and a thin coat of Vallejo's Burnt Umber, I set to work with these new products. I now dry-brush the raised portions with Vallejo's 70.863 (Gunmetal), and sealed the tracks with my previous Vallejo varnish mix. A further coat of Tracks Wash was applied. Having allowed this to settle between the links, I wiped it away any excess before adding the mud treatment. A.MIG-1751 (Dry Steppe Paste) was stippled over the outer faces, and once touch-dry, any excess removed using a wide brush moistened with white spirit. The process was repeated on the inner faces, this time leaving more of an impression of accumulated dust rather than a heavy build-up of dirt. Finally, the high points were dry-brushed with minute quantities of A.MIG-192 (Polished Metal) to give the impression of more-recent wear. In order to create visual unity, I repeated the 'Dry Steppe Paste' treatment to the lower hull and running gear.

RUSSIAN HEAVY SELF-PROPELLED GUN
JSU-152
TAMIYA

Availability

Tamiya Russian Heavy Self-Propelled Gun ISU-152 *(ref. 35303)* is available from all good model shops.

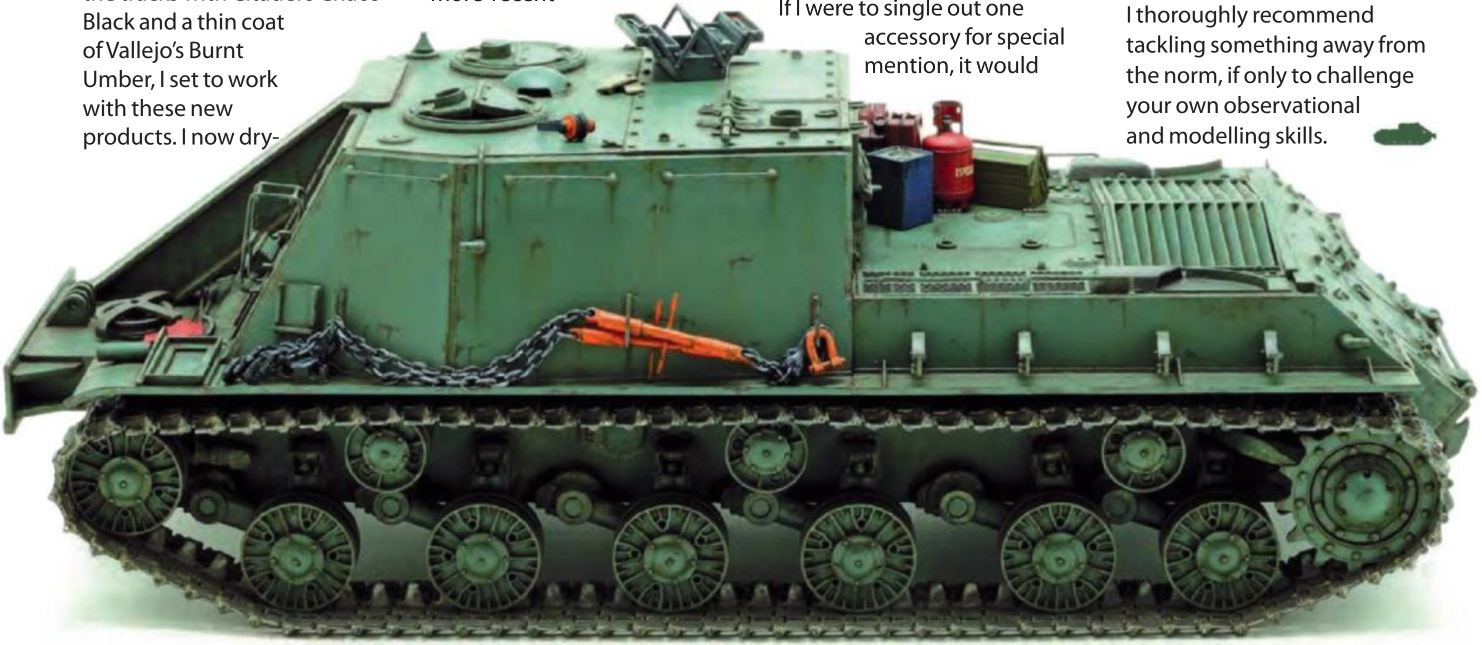
Finishing Touches

Unable to find any images of this vehicle in railway service, I had to guess as to the type of stowage and equipment it would have carried. Since it would have operated very close to tool sheds and workshops, I imagine very little was actually needed. So, searching through my spares box and accessories sets, I came across a selection of items. As well as being plausible additions, they could be painted to contrast with the otherwise drab colour of the vehicle. Of course, each would have to be suitably weathered to fit in with the overall appearance. If I were to single out one accessory for special mention, it would be Eureka XXL's towing cable; made from wound copper strands, this can be bent to the desired shape with nothing more than finger pressure.

(below) The original image that inspired my build. ***Photo by Darek Szenfeld of Jadar Hobby (www.jadarhobby.pl)***

Conclusion

Without doubt, this was a very rewarding project. Thanks to the quality of the Tamiya kit, I was able to focus on the conversion and scratch-building aspects, and the painting/weathering treatment for such a subject. I thoroughly recommend tackling something away from the norm, if only to challenge your own observational and modelling skills.



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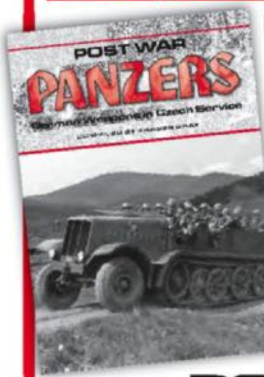

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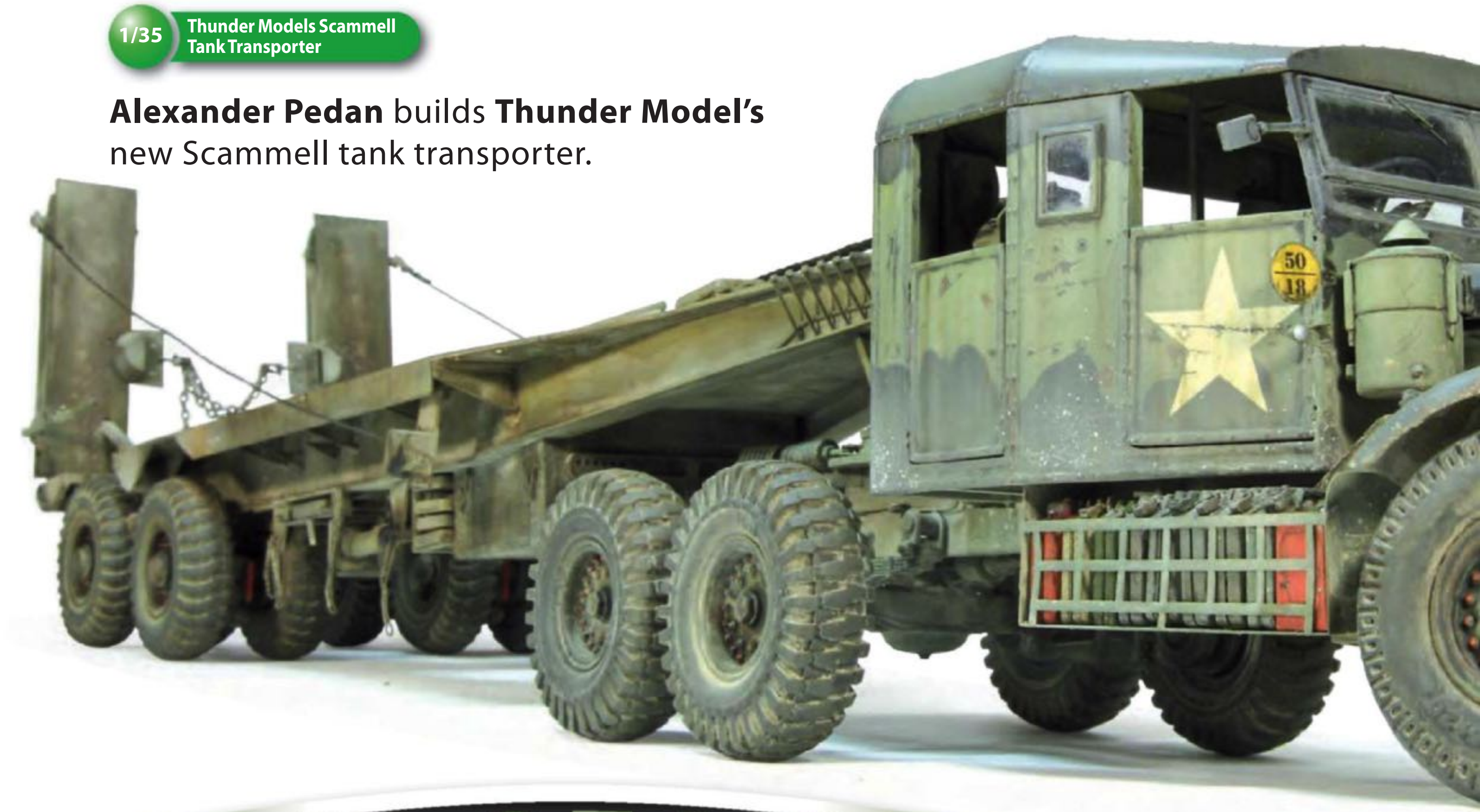
Alexander Pedan builds **Thunder Model's** new Scammell tank transporter.

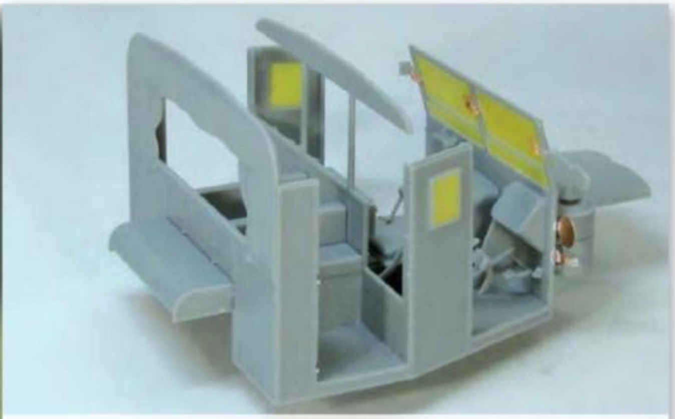


TUG OF WAR

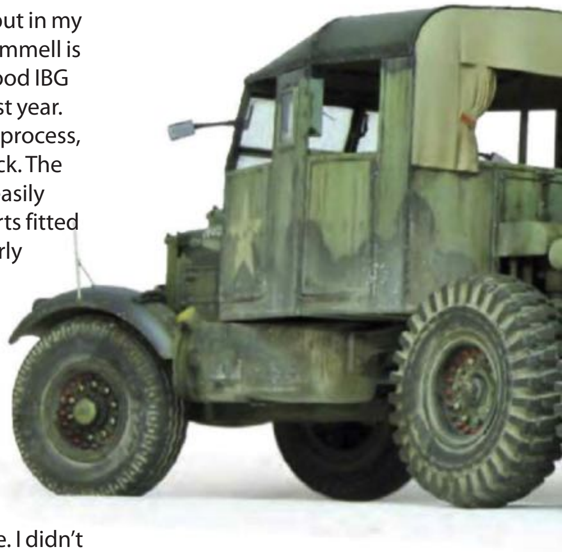
The Scammell Pioneer was a British 6x4 tractor used in World War II as an artillery tractor, recovery vehicle and tank transporter. Pioneers purchased by the British Army were equipped with a 102 bhp Gardner six-cylinder diesel engine. The production of the tank transporter started in 1937, although the prototype had been built as long ago as 1932. The production variant was equipped with a longer chassis and extended car than the either the artillery tractor and recovery vehicles variants. Both 20-ton Pioneer and TRCU20 trailer and 30-ton Pioneer TRMU30/TRCU30 tractor and trailer combinations were delivered, in both cases with the trailer fixed to the tractor. Hinged ramps were used to get the tank on the trailer, which could be pulled on with the tractor unit's winch. Pioneer tractor/trailer combinations remained in production throughout the war and 459 units produced in total.

Thundering Scammells

From the very first moment that **Thunder Model** announced they would be making a series of Scammels, I knew I would definitely assemble this model. For me it was the truck itself, rather than the trailer, that held the greatest interest but at the time I didn't know whether it would be possible to order the tractor by itself. Nevertheless, I just had to build and paint such a huge model. Just want to say that Thunder Model released a great model of such a complex and interesting truck like Scammell Pioneer. I don't want to make this a straight comparison, but in my opinion Thunder's Scammell is superior to the very good IBG Models' kit released last year. I started the assembly process, of course, with the truck. The model was built very easily and quickly. All the parts fitted perfectly, and the clearly drawn instructions meant there were no questions about what and where to put. The model can be built straight from the box, but, like any plastic kit, a few homemade details can enhance the overall appearance. I didn't go overboard in this regard, because I'm not a big fan of super-detailing as such. I made only a couple of hoses and tubes out of wire, as well as width indicator rods on the front fenders. I couldn't leave the plastic spring on the saddle in place and I easily made a replacement spring from wire. This immediately gave it a more interesting and authentic look. For the convenience of painting, I always leave the model in sub-assemblies. On this occasion I left the wheels, the doors, and the roof of the cab separate. The remainder of the model was assembled completely before painting commenced. During the course

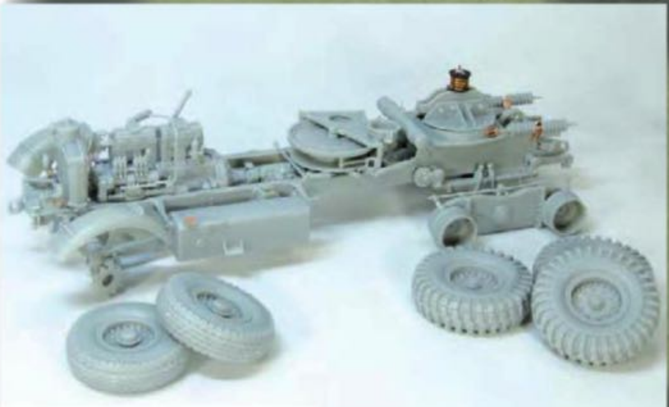


1 Construction begins with the cab; as with any open-topped vehicle you have to plan the stages of construction and painting carefully.

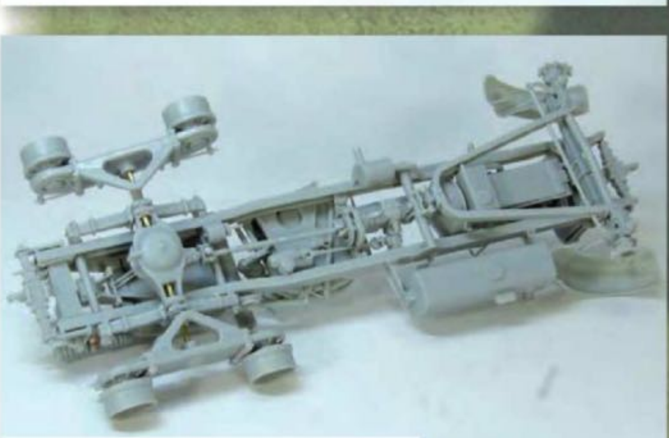


Availability

Thunder Model 1/35 British Scammell Pioneer TRMU30/TRCU30 Tank Transporter 30 ton *(ref. 35200)* is available from good model shops. See www.thundermodel.com.



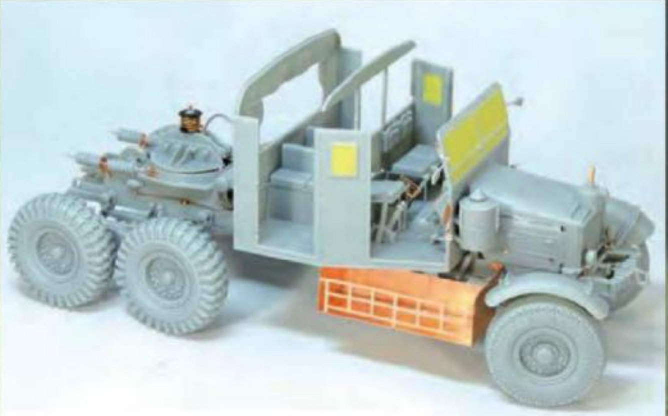
2 The lower chassis and multi-part plastic wheels.



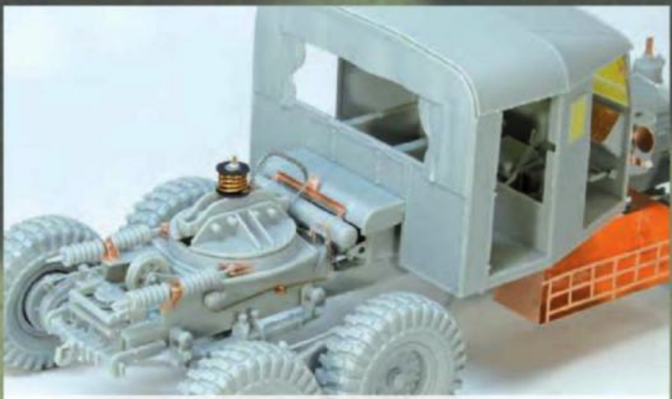
3 From the underside you can appreciate the complexity of the lower chassis and suspension.

of the build I discovered that Thunder Model have incorrectly depicted the radiator with only five cooling segments where as in reality there were seven. I understand that Thunder Model are now offering replacement parts from their website, but I continued and used the radiator supplied in the box. With the trailer, the build was a little harder. It was unusual for me to tackle such a large subject, and indeed I was really working outside my comfort zone. Nevertheless, it was necessary to make both the tractor and the trailer. I found the latter a slightly different quality than the tractor. Perhaps this was due to the fact that its details and components are much larger, but the fit of the parts was not as good. I also struggled with the photoetched chains and some of the other parts. In contrast to the Scammell tractor I can't say I enjoyed building the trailer greatly.

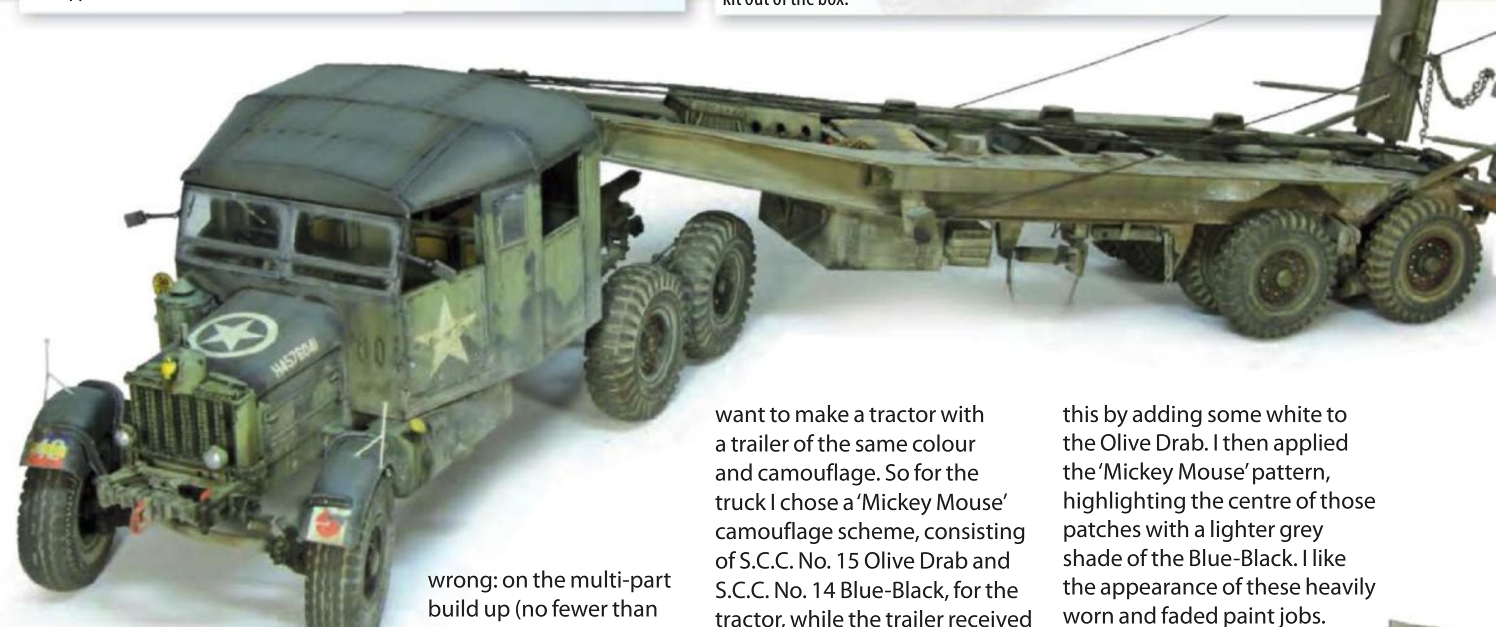
Thunder Model
BRITISH SCAMMELL PIONEER
TRMU30/TRCU30 Tank Transporter 30 ton
H4576041



4 Here you can see the busy cab interior and appreciate the multi-media nature of the kit.



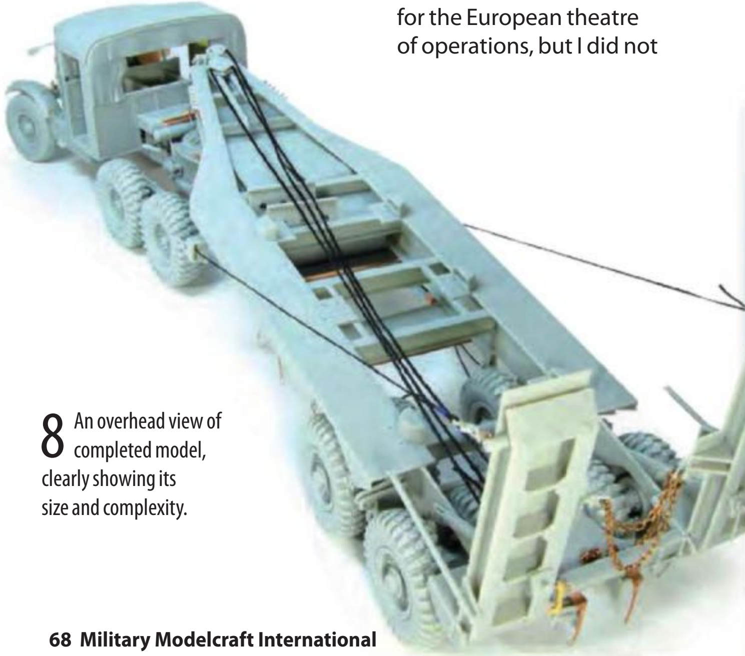
5 Thunder Model's Scammell is a very well-moulded kit, but a complex build. Here you can see the replacement spring, one of the few changes I made to the kit out of the box.



I would like to mention the wheels: there has been a lot of Internet chatter about the tread pattern and the kit's wheels do not seem to correspond to those most commonly seen on the Scammell Pioneer. The original instructions are also wrong: on the multi-part build up (no fewer than six plastic pieces for each wheel), parts E28 and E30 should be swapped. For those of you who prefer to work with resin wheels, LZ Models have now released a replacement set (ref. LZ35460).

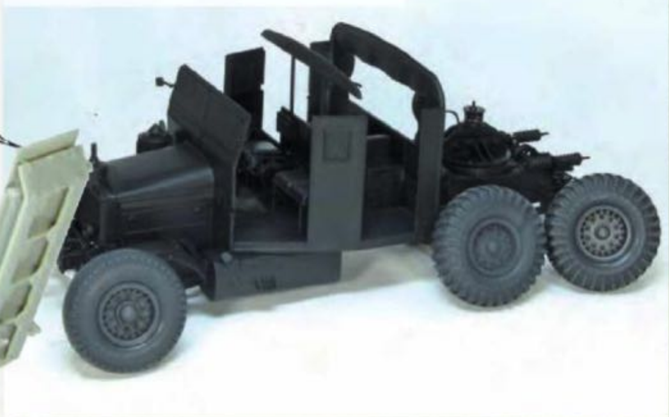
It's all Gone Mickey Mouse

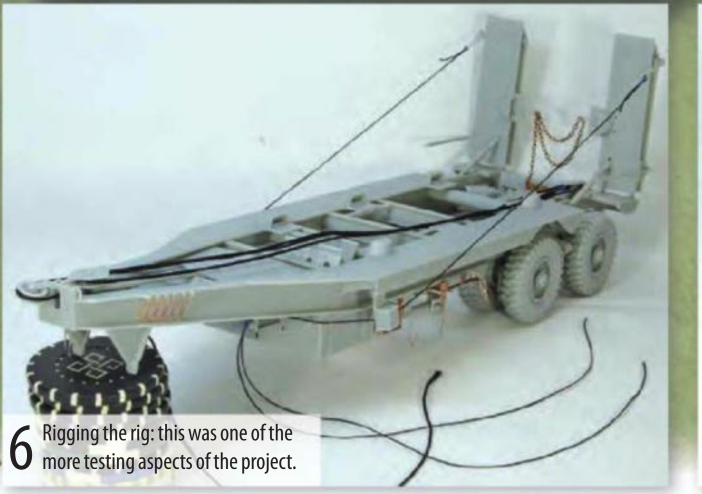
Now was the time to determine the paint scheme of the model. I decided to make a model for the European theatre of operations, but I did not want to make a tractor with a trailer of the same colour and camouflage. So for the truck I chose a 'Mickey Mouse' camouflage scheme, consisting of S.C.C. No. 15 Olive Drab and S.C.C. No. 14 Blue-Black, for the tractor, while the trailer received a simple coat of S.C.C. No. 15. The process of painting the model was straightforward and went to plan. First, a coat of black primer. I apply black primer so that if some of the model is not covered in the base coat the result is a natural shadow, not a nasty piece of white or grey plastic! I wanted a heavily worn finish so I applied a coat of hairspray over the black primer and then applied my base colour. I highlighted this by adding some white to the Olive Drab. I then applied the 'Mickey Mouse' pattern, highlighting the centre of those patches with a lighter grey shade of the Blue-Black. I like the appearance of these heavily worn and faded paint jobs. After the paint had dried for a few minutes, I moistened the necessary places with water, using a wide brush, and applied scratches with a wooden toothpick, a paper clip and a thin rigid wire. Here the most important thing is not to overdo it, as the model quickly acquires a very interesting appearance. I scrubbed some scratches with a brush dipped in water, making them more pronounced.



8 An overhead view of completed model, clearly showing its size and complexity.

9 The model was broke down into sub-assemblies and solid coat of Black primer applied.





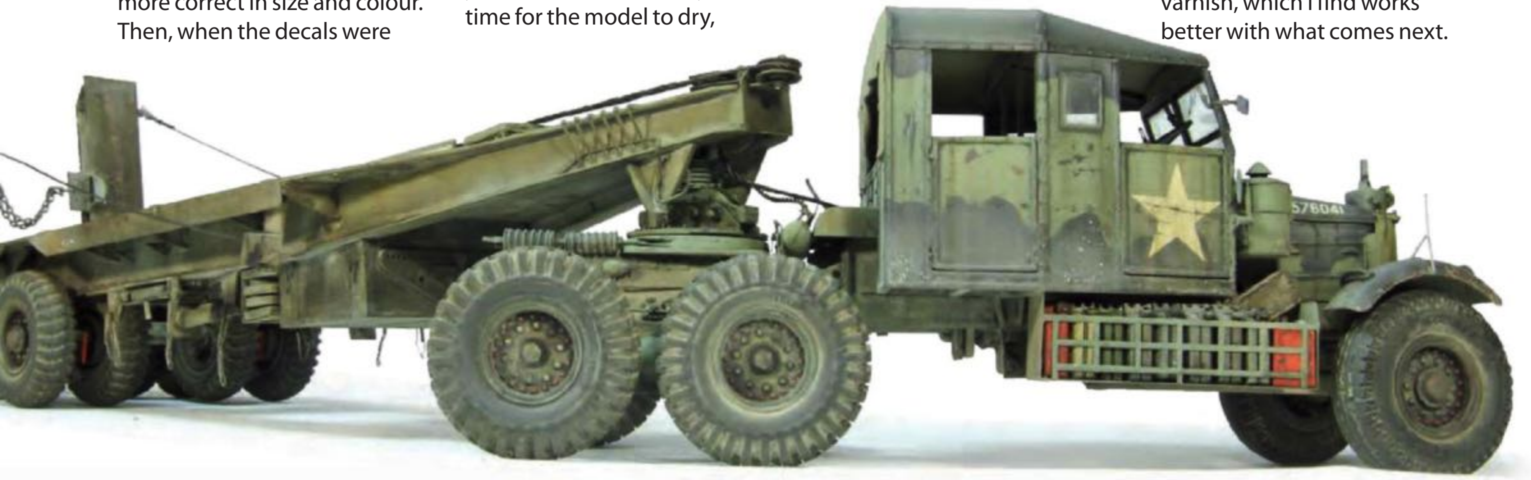
6 Rigging the rig: this was one of the more testing aspects of the project.

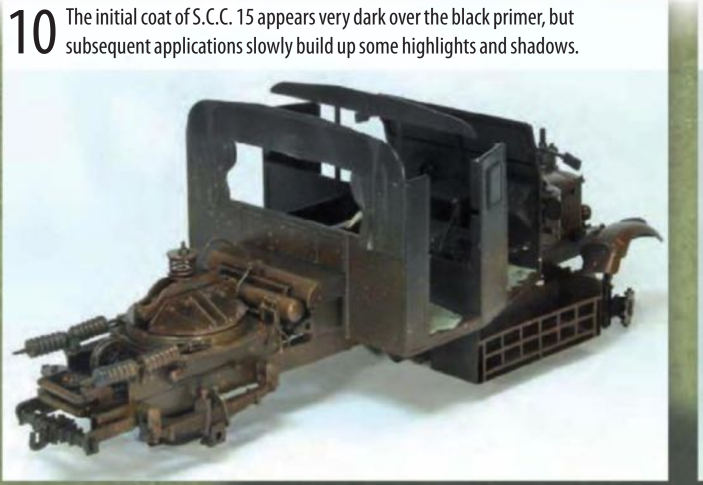
7 Once assembled, the trailer is a very impressive model in its own right.

After the completion of this stage of painting, you need to let the paint dry thoroughly as the model becomes very wet and the paint elastic and very easily damaged. Then I applied a gloss varnish. I use varnishes from Winsor & Newton. They, as it seems to me, are the most resistant to further weathering effects. Following the varnish, I applied the decals. The decals from the kit are for the most part good, but I swapped the markings on the front fenders for some decals left over from various Accurate Armour trucks I'd built previously. They were more correct in size and colour. Then, when the decals were set, I applied another layer of gloss varnish. After twelve hours of drying time, I started on the weathering process.

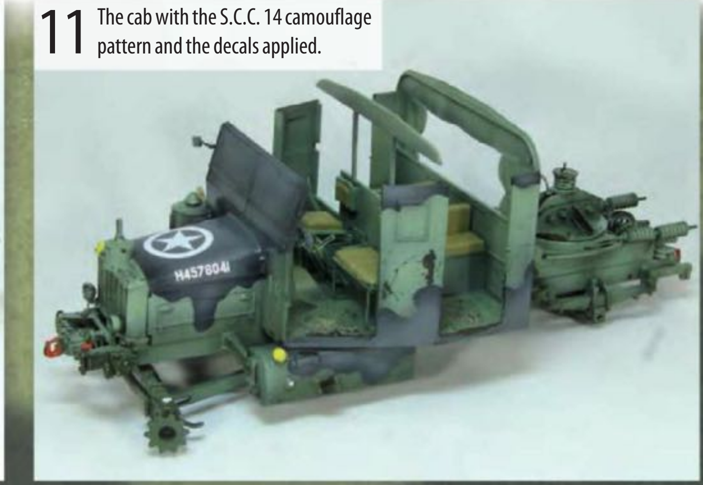
Beat Up Tug

The very first stage of weathering is the oil dots. They make the base colours more faded and bring an unevenness in terms of colour across the model. I put in random order dots of white and a black-brown colour and then I feathered them into the paintwork with a wide brush dipped in white spirit. Again you need to allow plenty of time for the model to dry, ideally ay least twelve hours. Now comes my favourite stage of weathering: the application of washes. I use a dark wash for all my models. It looks equally good on models of different colours. Throughout this process, the main thing is not to hurry. I constantly turn the model over when applying the washes so that the surface I am working on is horizontal. I moisten the surface I need with a brush dampened with white spirit and apply the wash with a thin brush. On a wet glossy surface, the wash is drawn into the recesses and around details. I keep the area I am working on horizontal until the wash is dry, otherwise it will be drawn by capillary action where you don't want it to go! This is slow going and it took me three days to apply the wash to the tractor. Excess wash is removed with a cotton swab. For a long time I have not protected my washes with varnish, but recently I have started doing so, eager to prevent any of the effect of the wash from being obliterated by subsequent steps. Once everything was dry then I applied a matt varnish, which I find works better with what comes next.

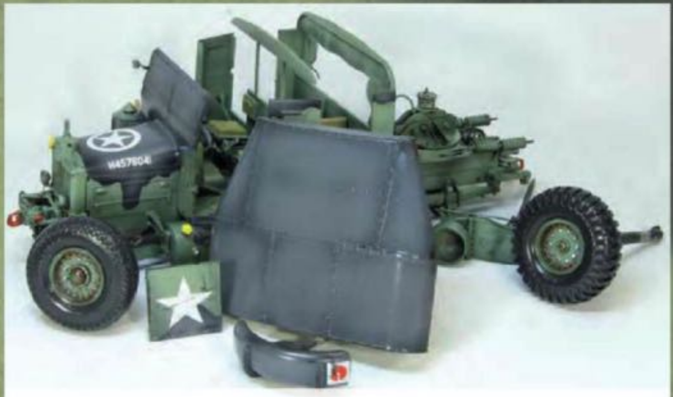




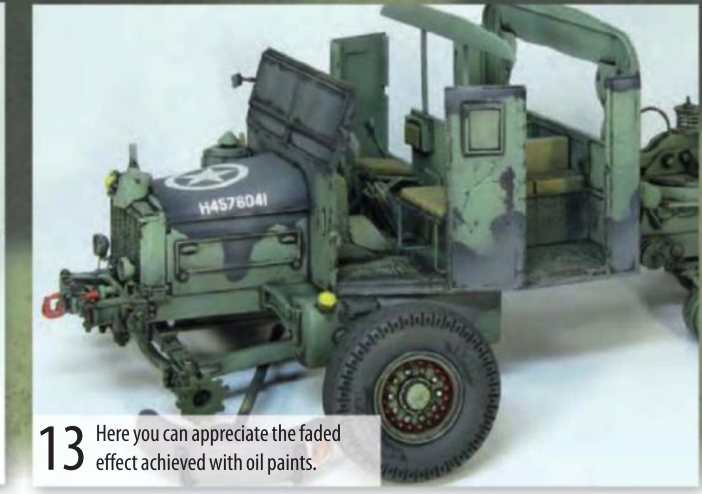
10 The initial coat of S.C.C. 15 appears very dark over the black primer, but subsequent applications slowly build up some highlights and shadows.



11 The cab with the S.C.C. 14 camouflage pattern and the decals applied.

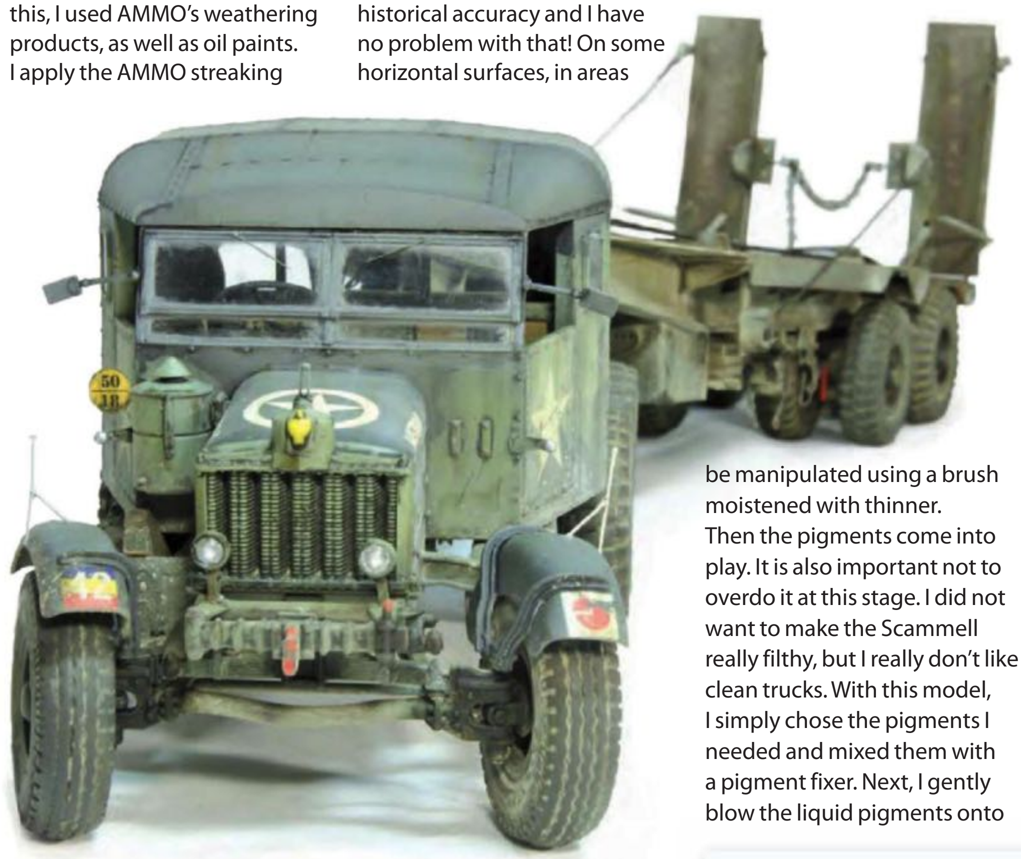


12 The cab roof was first sprayed an aluminium colour and the scrapes and chips achieved using the 'hairspray technique'. Note the gloss varnish to protect the paint work, ahead of the weathering process.

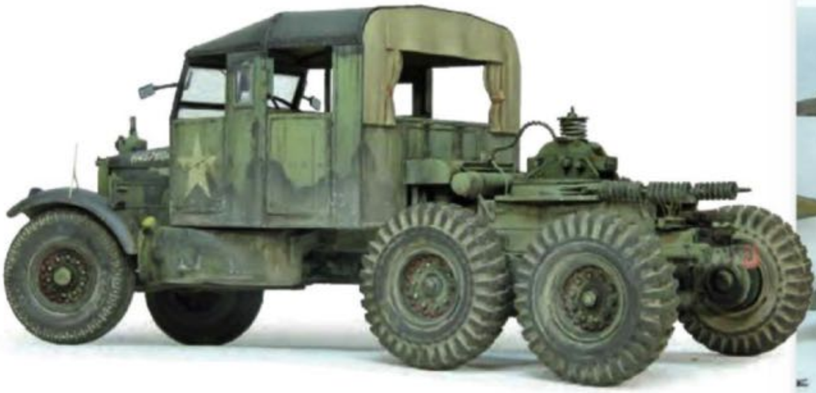


13 Here you can appreciate the faded effect achieved with oil paints.

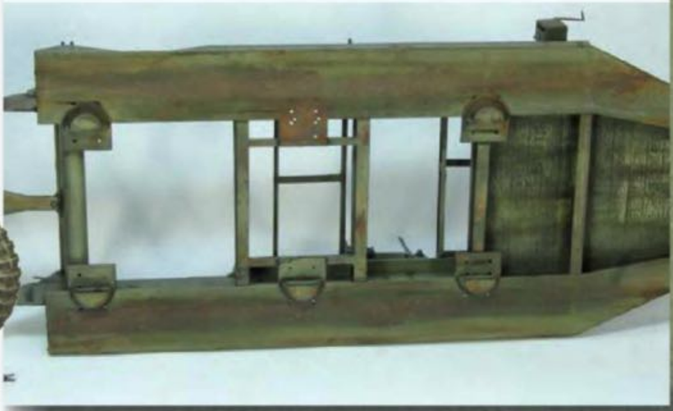
Further effects are achieved using different kinds of streaking grimes. Dark, light, oily, dusty, rusty; all of these visibly enliven the model, making it more interesting. For this, I used AMMO's weathering products, as well as oil paints. I apply the AMMO streaking grimes on a dry surface, while with the oils I always moisten the surface with white spirit before applying them. For me this part of the process is all about aesthetics, rather than historical accuracy and I have no problem with that! On some horizontal surfaces, in areas where the paint had peeled off, I applied AMMO's rust effects. They are applied to the wet surface in small droplets. First, a darker shade, then a lighter one; again the final effect can be manipulated using a brush moistened with thinner.

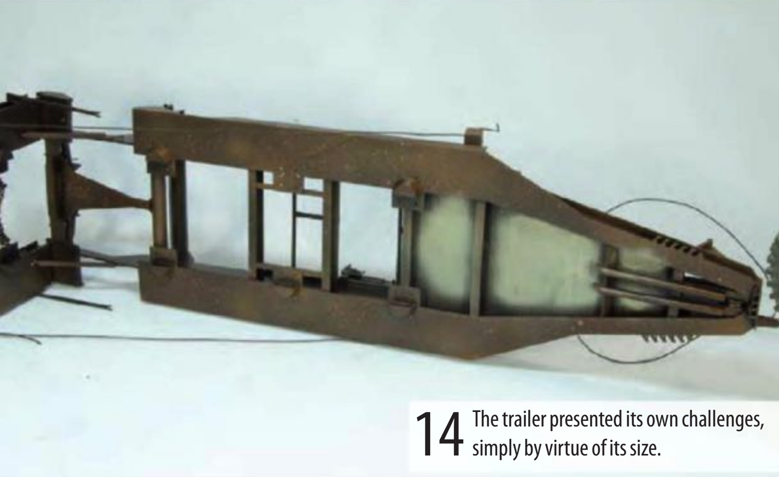


Then the pigments come into play. It is also important not to overdo it at this stage. I did not want to make the Scammell really filthy, but I really don't like clean trucks. With this model, I simply chose the pigments I needed and mixed them with a pigment fixer. Next, I gently blow the liquid pigments onto the bottom of the model from the airbrush, dried it using the airbrush, and streaked the pigment with a brush dipped in a white spirit with vertical movements from top to bottom, creating the effect of dust that had been washed away by rain. After that, you can sprinkle the pigment from a brush, letting it dry, lightly wash off the 'old spray' with a wide brush and then sprinkle the pigment mixture again using a lighter shade. The different shades of pigment enhance the final appearance of the model. It is important that the different-coloured mud is applied logically, as it would build up over time on a real vehicle With the wheels and tyres I have tried-and-tested method which I have used many times. I mixed the pigments in the fixer and put the mixture on the wheel. Then, with a wide brush, moistened in white spirit, I blend the mixture across the wheel. I then dry the wheel with the air from the airbrush, rotating the wheel, fixed on a toothpick. After it dries, I make any corrections

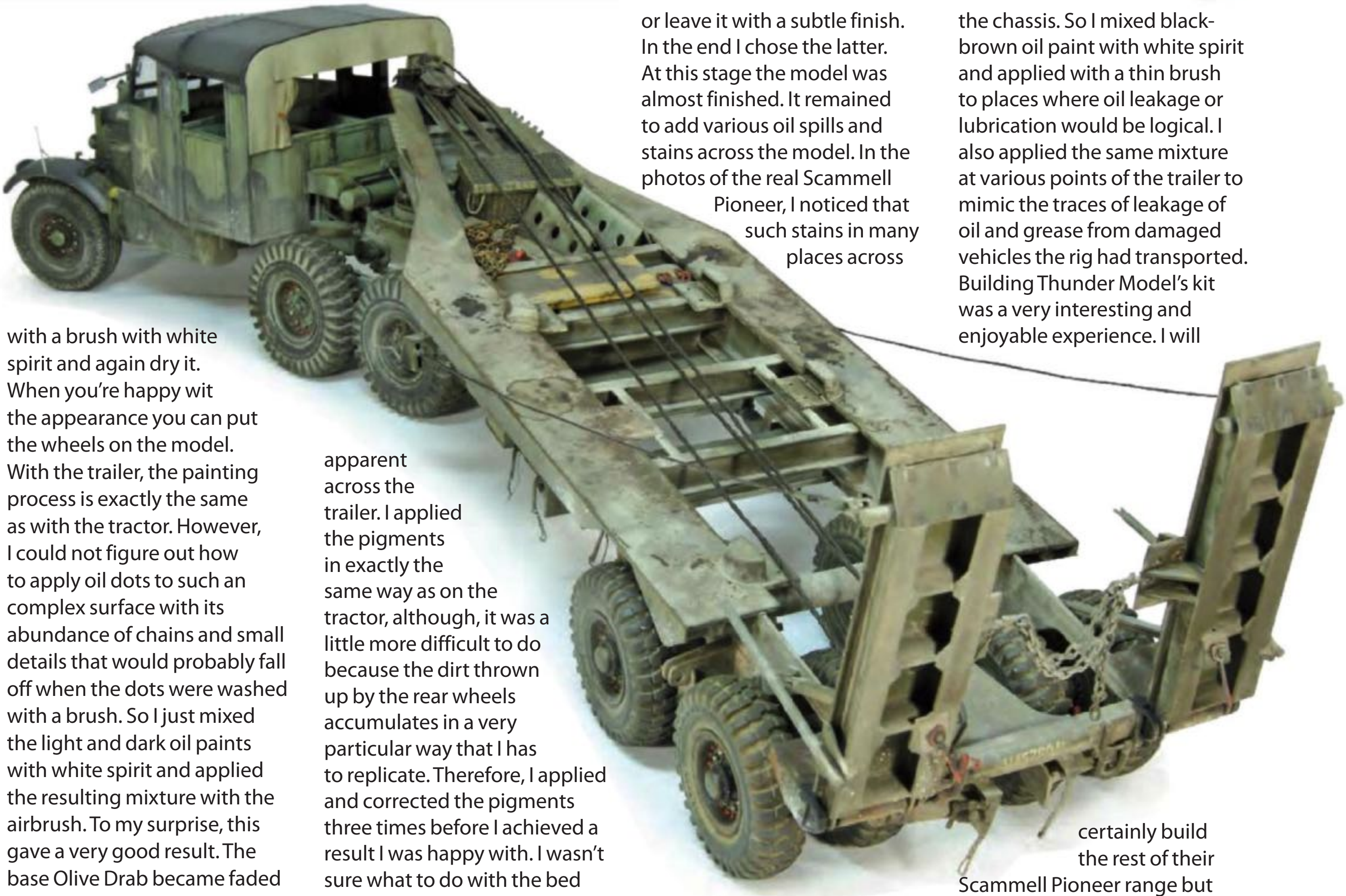


15 Here you can see the various changes in tone achieved by carefully airbrushing and blending the oil paint mix.



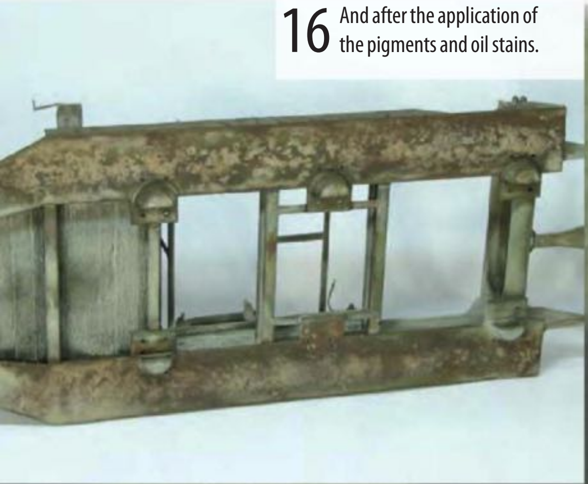


14 The trailer presented its own challenges, simply by virtue of its size.

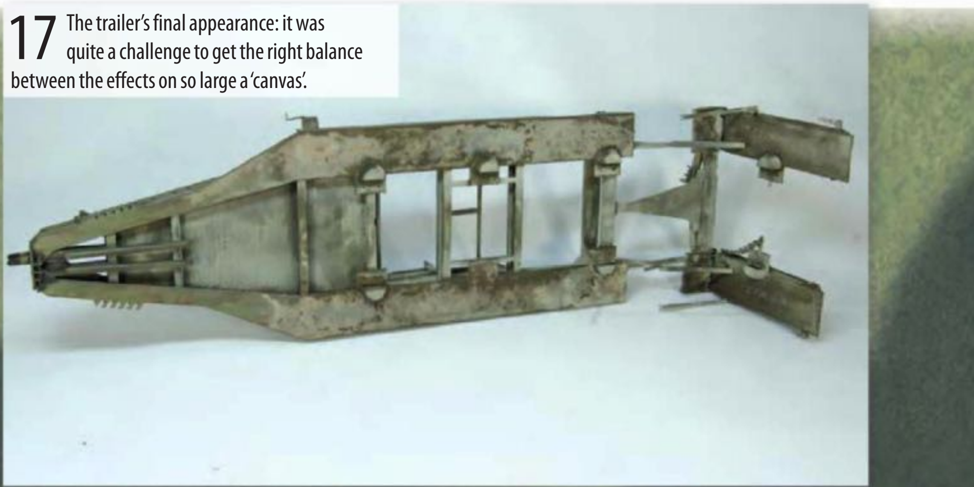


with a brush with white spirit and again dry it. When you're happy wit the appearance you can put the wheels on the model. With the trailer, the painting process is exactly the same as with the tractor. However, I could not figure out how to apply oil dots to such an complex surface with its abundance of chains and small details that would probably fall off when the dots were washed with a brush. So I just mixed the light and dark oil paints with white spirit and applied the resulting mixture with the airbrush. To my surprise, this gave a very good result. The base Olive Drab became faded and a variety of tones were apparent across the trailer. I applied the pigments in exactly the same way as on the tractor, although, it was a little more difficult to do because the dirt thrown up by the rear wheels accumulates in a very particular way that I has to replicate. Therefore, I applied and corrected the pigments three times before I achieved a result I was happy with. I wasn't sure what to do with the bed of the trailer, cover it in dust or leave it with a subtle finish. In the end I chose the latter. At this stage the model was almost finished. It remained to add various oil spills and stains across the model. In the photos of the real Scammell Pioneer, I noticed that such stains in many places across the chassis. So I mixed black-brown oil paint with white spirit and applied with a thin brush to places where oil leakage or lubrication would be logical. I also applied the same mixture at various points of the trailer to mimic the traces of leakage of oil and grease from damaged vehicles the rig had transported. Building Thunder Model's kit was a very interesting and enjoyable experience. I will certainly build the rest of their Scammell Pioneer range but without any trailers this time!

16 And after the application of the pigments and oil stains.



17 The trailer's final appearance: it was quite a challenge to get the right balance between the effects on so large a 'canvas'.

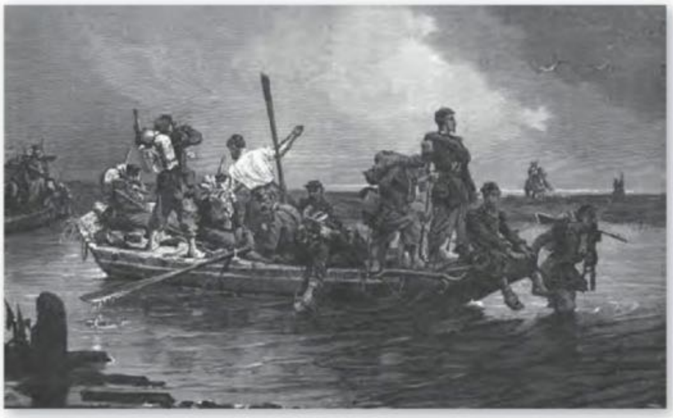


SHOWTIME - SCALE MODEL CHALLENGE 2017

The Editor and **Eric Reits** provide their second report from Veldhoven.

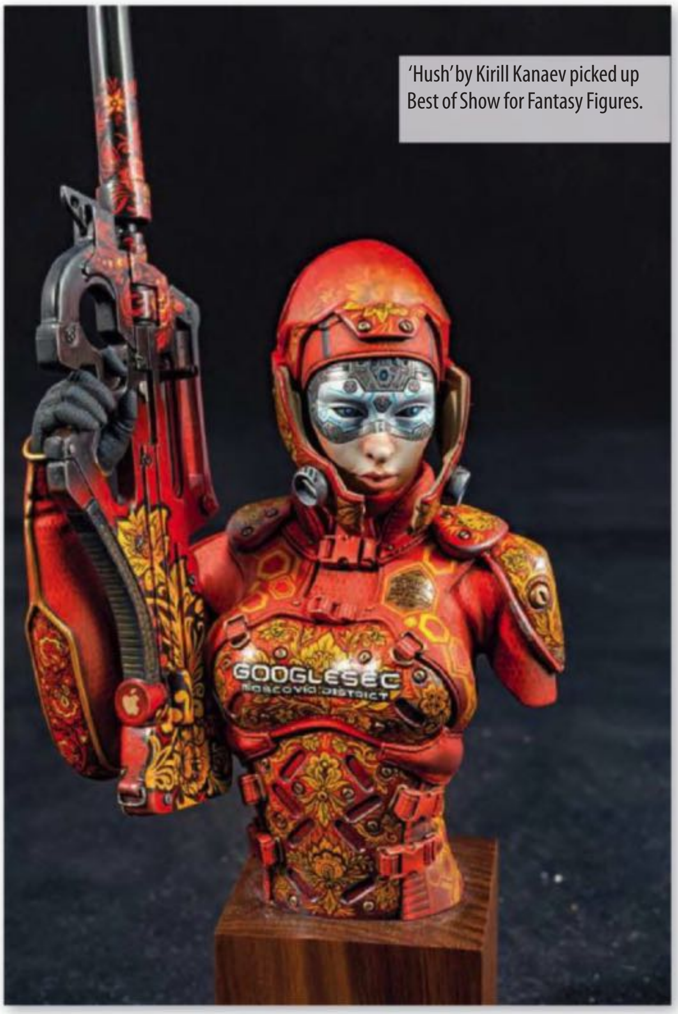
By now one of the biggest modelling events in the world, the 2017 Scale Model Challenge in Veldhoven, the Netherlands, was held over the weekend of 20-21 October. It drew modellers from across Europe and beyond (with a sizeable UK contingent), with over 2,000 entries in the competition.

Our first show report featured some stunning armour-themed models and dioramas, this month we're featuring some of the figures and other dioramas in the competition. The range of work on display was truly inspirational. Be sure to put the next SMC in your diary – 20-21 October 2018 – it's a superb experience.

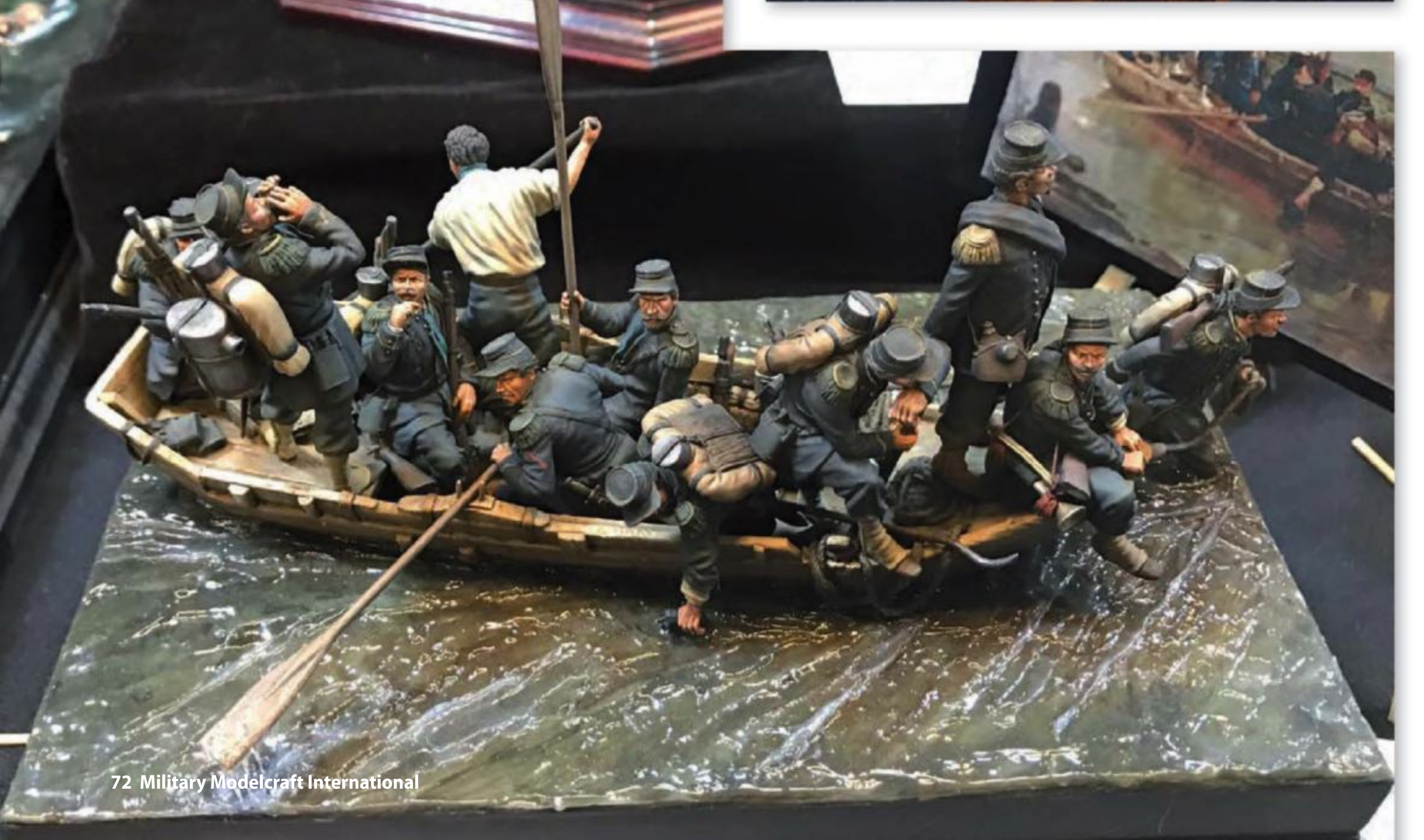


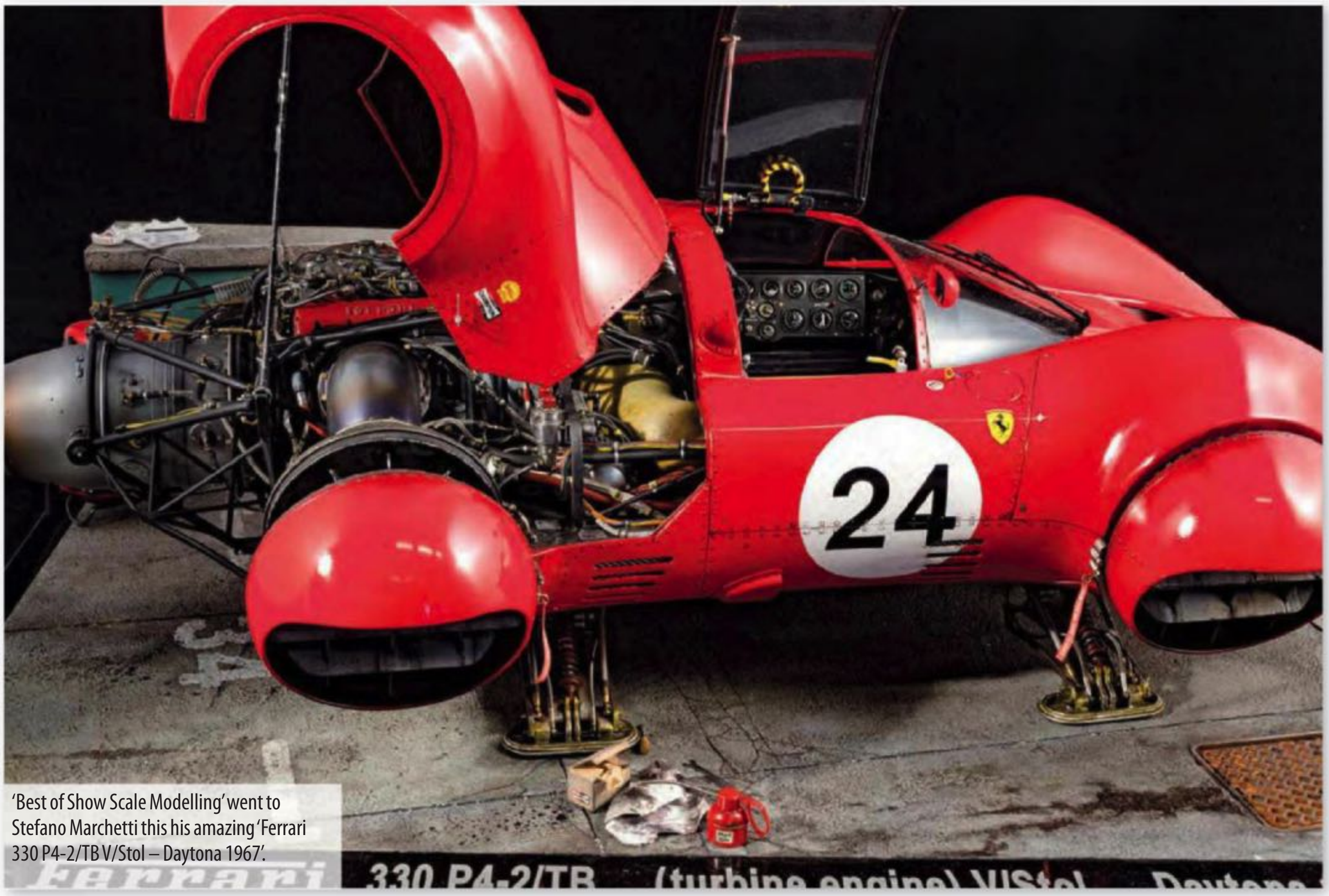
(below) *'Eclaireurs d'avant garde passant une rivière Crimea'* by Francesco Terlizzi won Gold in the Historical Dioramas class and a well-deserved 'Best of Show Figure Painting Historical'.

(above) Terlizzi's work was based on a painting by Alphonse Marie Deneuville (1836-1885), a French artist known for his paintings of the Crimean, Franco-Prussian and Zulu wars.

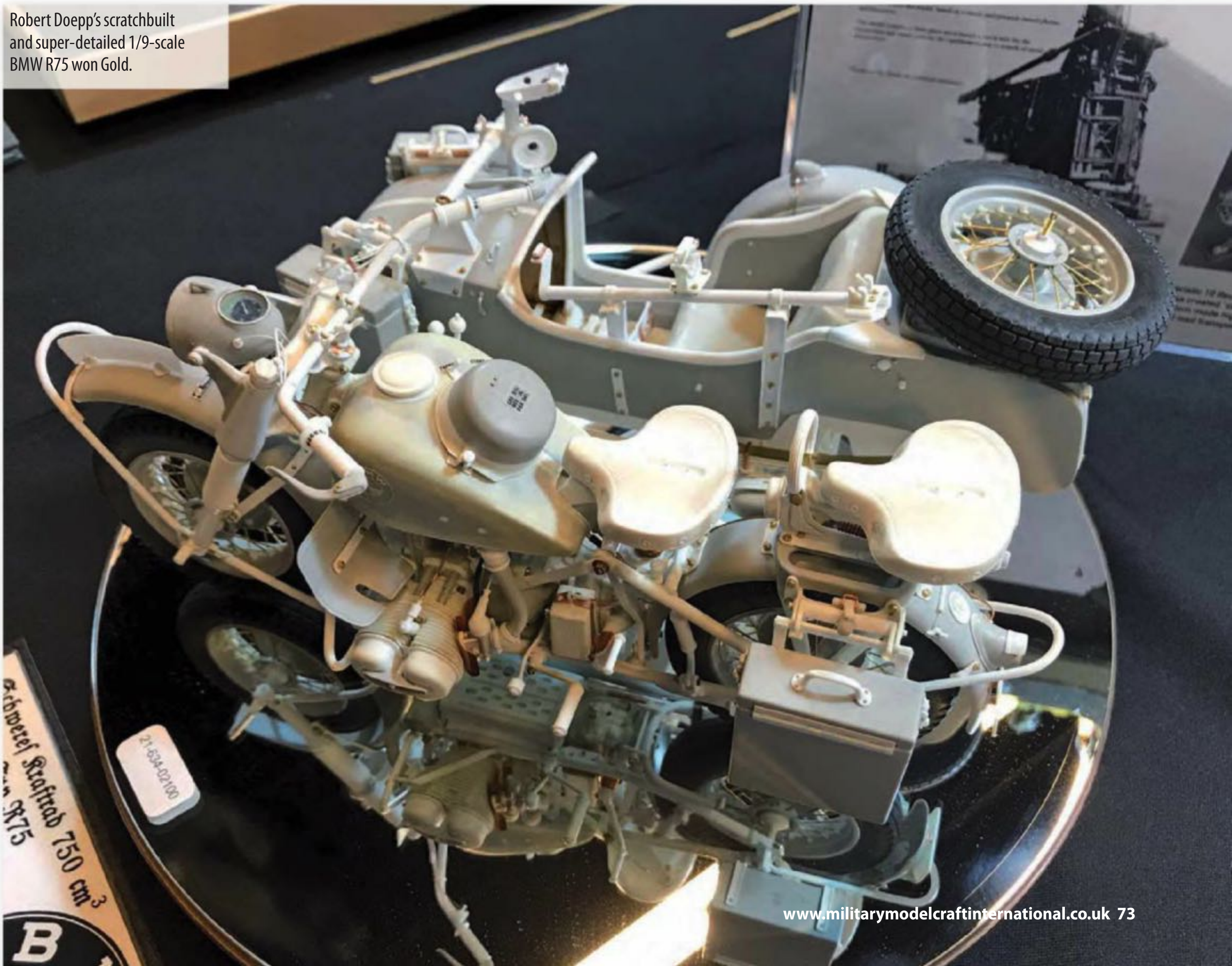


'Hush' by Kirill Kanaev picked up Best of Show for Fantasy Figures.




24
Ferrari
330 P4-2/TB (turbine engine) V/Stol Dayton

'Best of Show Scale Modelling' went to Stefano Marchetti this his amazing 'Ferrari 330 P4-2/TB V/Stol – Daytona 1967'.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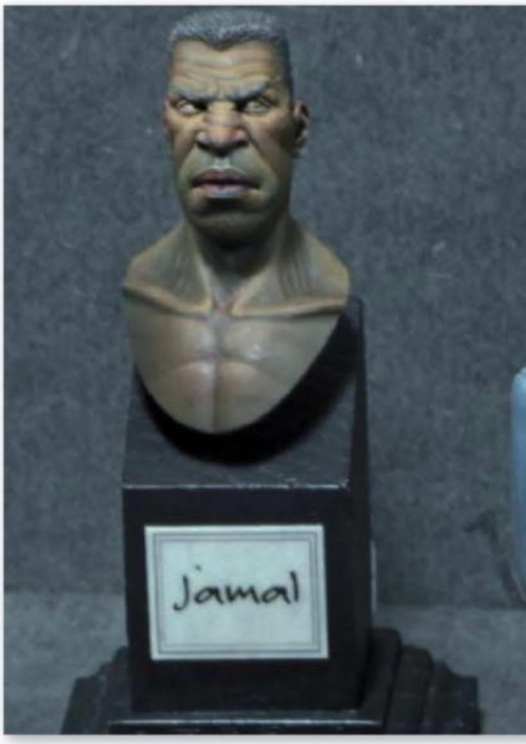
Schwerer Kraftrad 750 cm³
R75

Robert Doepp's scratchbuilt and super-detailed 1/9-scale BMW R75 won Gold.

The rain effects on Lydie Queyroi's Silver-medal winning 'Orage avant la gloire' were amazing.



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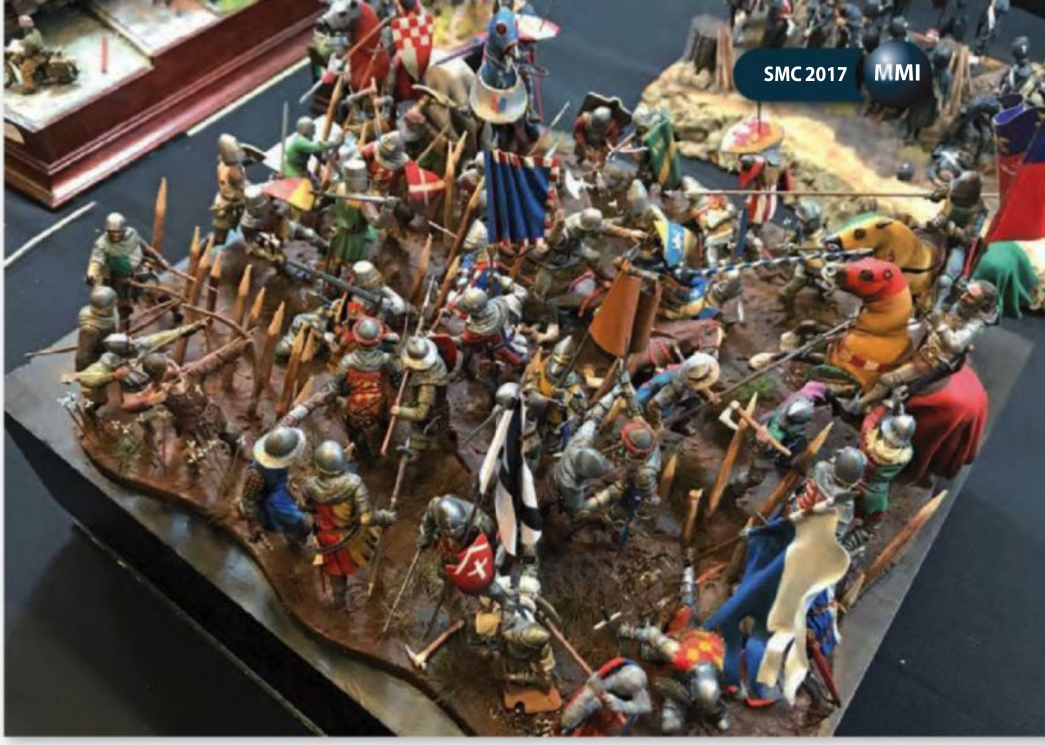
German infantry



Some of the other fantastic models in the competition that caught our eye.

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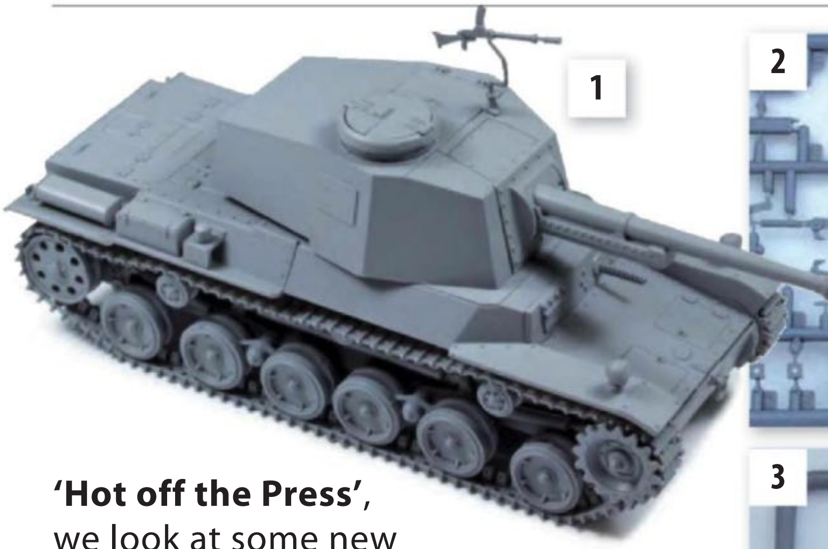
DIEU ET MON DROIT

HOT OFF THE PRESS

IBG Models Small-Scale 2018 Releases.



'Hot off the Press', we look at some new releases from **IBG Models**.

From modest beginnings a few years ago, Polish-firm IBG Models have now established themselves as a major player in the world of injection-moulded plastic kits. Their 2017 releases were led by their 1/35-scale Scammells, making available the Wrecker, Artillery Transport and Tank Transporter version of the Pioneer. The previous year it was the contemporary Polish APC, the KTO Rosomak, that was big news. 2018, however, may well be the year of the Small-Scale kit. IBG have established their reputation in this scale already with the likes of their recent Toldi series and the Type 89 and Type 94 Tankette. Their first releases of 2018, available by the time you read this magazine, will be very welcome by fans of Small-Scale armour and Japanese vehicles in particular. They are all late-war Japanese AFVs: the **Type 1 Chi-He Medium Tank** *(ref. 72055)*; the **Type 2 Ho-I Infantry Support Tank** *(ref. 72056)*; the **Type 3 Chi-Nu - Japanese Medium Tank** *(ref. 72057)*; and the **Type 3 Chi-Nu Kai - Japanese Medium Tank** *(ref. 72508)*. The Chi-He was introduced in 1943, mounting a 47mm gun in an attempt to counter the U.S. M4 Sherman, while the Ho-I used the same chassis to mount a 75mm howitzer. The Chi-Nu was produced in small numbers during the last two years of the War and mounted a 75mm gun. It was designed to defend the Home Islands, a role it was never called upon to perform.

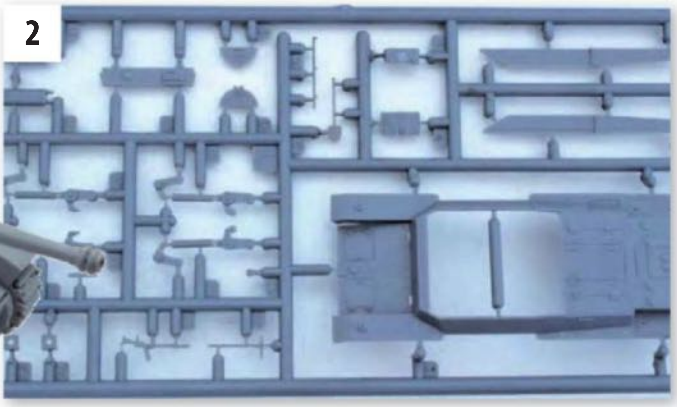
IBG's models look excellent from the test shots shown here and the break down of parts looks a clever mix of detail and 'buildability'. The inclusion of figures is very welcome and continues a trend seen in their recent Small-Scale releases. I particularly like the look of the one-piece tracks and wheels – these will look very good once assembled and painted up. Our thanks to Adam at IBG Models for the information, you can check out the whole range at www.ibgmodels.com.

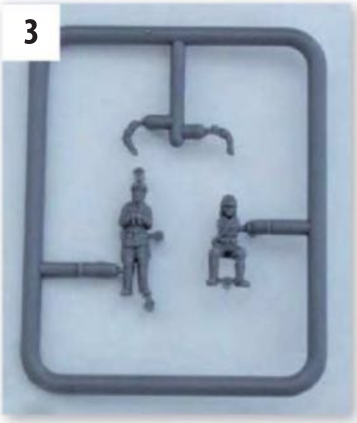
1 The Type 1 Chi-He Medium Tank. Not shown in these test shots is the photoetched exhaust covers and other details that will be included in the production kits.

2 The commander and driver figures are well done and a very welcome inclusion in the kits.

3 The moulds show some very sharp details and unobtrusive sprue attachment points.

4 The one-piece track and wheels look like a very clever solution to the complex suspension and running gear seen on wartime Japanese tanks.





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1/28
DEF.MODEL
Modern Female
Mechanic Crew
"Jennifer"
1/16
1/20
1/24
1/35
U.S. ARMY TANK COMMANDER
SAHARA 1942
SGT.JOE GUNN
1/35
DF35014
Total 6 resin parts and 1 PE plate
U.S. T158 WORKABLE TRACK LINKS
U.S. MBT M1A1/M1A2 SEP
R.O.K. MBT K1A1/K1A2/K2
S35001
1/35 Scale
x11
Typhoon K Russian MRAP Sagged wheel set
for Takom kit
1/35
DW35100
It contains a pair of three wheels
Total 6 resin parts with easy wheel mask
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w/ stowagebox set
for Takom 1/35
1/35
DM35079
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WORDS&PICTURES

A round up of the latest military titles

Title:	Sd.Kfz. 6 5 Ton Zugkraftwagen Büssing-NAG and Variants (Nuts and Bolts 39)
Author:	Nicholas Hettler
Publisher:	Nuts and Bolts
Price:	£25.15 (pb)

The latest volume in this highly acclaimed series covers the Sd.Kfz. 6 five-ton half track employed by the German armed forces from 1939 until 1943. It was used by the Wehrmacht and Waffen SS, as well as the armed forces of Rumania. This thick volume (225 pages) follows the usual Nuts and Bolts formula, but modellers will be especially pleased to know that the modelling section of the book has been expanded and the recent kits by both Bronco and Trumpeter are reviewed and compared. There are also some excellent built up examples pictured and discussed by Tony Greenland and Vinnie Brannigan.

The book begins, as usual, with a concise history of the development and service of the Sd.Kfz. 6. It also covers the Sd.Kfz. 6/1 and 6/2, armed with the 3,7cm Flak, the 76.2mm-armed 'Diana' SPG deployed in limited numbers in North Africa, the V2 Missile Control vehicle, and various field modifications. Probaby the most interesting portion of the book is the 96 pages of archival photos, covering all the main variants of the Sd.Kfz. 6. These cover the entire service history of this vehicle and the vast majority of them are unpublished. There then follows several pages of superb 1/35-scale drawings covering the production variants and the prototypes before eight pages of colour profiles and drawings of tactical and unit markings. The colour pages are followed by 47 pages of 'walkarounds' of several of the nine Sd.Kfz. 6s still surviving today (including an example recovered in 2011 from a Polish village and restored by the Armoured Weapons Museum in Posnan). The book concludes with fifteen pages of the different models built by Messrs Greenland and Brannigan.

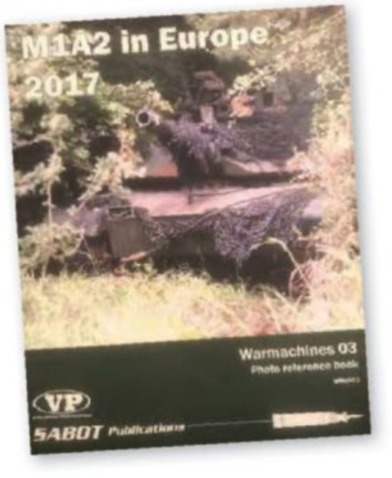
NUTS & BOLTS
39
Sd.Kfz. 6
5 ton Zugkraftwagen
Büssing-NAG and variants

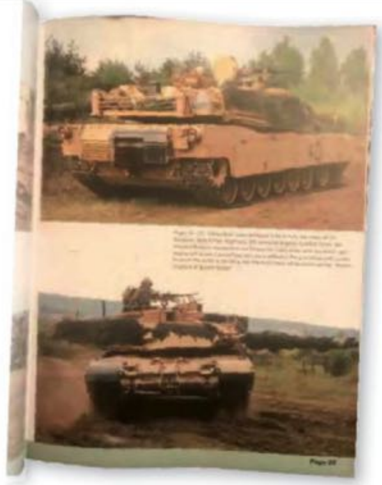
This is a superb book and essential for anyone wanting to tackle any of Bronco's or Trumpeter's kit (or indeed any of the older kits listed on p. 27). Serious students of German armoured vehicles or collectors of the superb Nuts and Bolts series will certainly want to add it to their bookshelves. Very highly recommended. It's available in the UK from Historex Agents (www.historexagents.com). Our thanks to the publishers for the review copy.

David Grummitt

Title:	M1A2 in Europe 2017 (Warmachines 03)
Author:	Chris Mrosko and Brett Avants
Publisher:	Sabot Publications
ISBN:	978-1-94755-2-036
Price:	$30.00 (pb)

This month, we review a couple of recent titles from Sabot Publications. Sabot have been around for a while and publish high-quality photo references to NATO, mainly U.S., armour. This volume, published as part of the old Verlinden Productions Warmachines series, looks at the U.S. M1A2 as it appeared in the Strong Europe Tank Challenge at the Grafenwohr Training Area in Germany in May last year. Here, the M1A2 crews competed in gunnery and other exercises against tank platoons from Austria, Germany, Ukraine, France and Poland. It also covers tanks from 1-68 Armor in Bergen, Germany, and other M1A2 deployed as part of NATO exercises in Latvia and Poland. If you are an Abrams buff or plan to build the new Academy kit (reviewed in this month's NATF) you need this book. The quality of the reproduction is first rate and most of the photos are reproduced in full, half or even double-page spreads. The book shows M1A2s in both CARC Sand and the locally applied Medium Green over the CARC Sand finish. The studies of weathering (dirt, dust and chipped paintwork!) are a modeller's dream and will provide inspiration for anybody interested in modern armour. Best of all perhaps, the book ends with eight pages of colour profiles and provides a sheet of high-quality decals (designed by Frederico Collada and printed by Cartograf) to reproduce some of the vehicles pictured in the book. Very highly recommended, it's available from good booksellers or directly from Sabot Publications (www.sabotpub.com). Our thanks to Brett at Sabot for the review copies this month.





David Grummitt

Title:	M1A1 SA in Iraqi Service (Warmachines 04)
Author:	Chris Mrosko and Brett Avants
Publisher:	Sabot Publications
ISBN:	978-1-94755-2-012
Price:	$25.00 (pb)

The next volume in the Warmachines Series also covers the Abrams MBT, but this time the M1A1 in service with the armed forces of Iraq. Between 2010 and 2012 the U.S. delivered 140 refurbished M1A1 tanks to the Iraqi army. This volume covers their delivery and the familiarisation of the Iraqi tankers with their new mounts at the Besmaya Combat Training Center before their operational deployment against the ISIS offensive in northern Iraq in June 2014. The Iraqi M1A1s had a harsh baptism of fire, with as many as a third of their number being damaged or destroyed by the enemy. By the end of 2014 the Iraqis had only 40 serviceable tanks in service, but the U.S. government authorised the sale of a further 175 M1A1a to Iraq. The photos in this book chronicle the history of the M1A1 in Iraqi service from training to the frontline against ISIS. The Iraqi M1A1 is a modeller's dream: unusual markings, improvised armour to guard against RPGs, and some extreme weathering. All of this is captured in this outstanding title which provides some real inspiration for fans of modern armour. Like the previous title on the M1A2, this one also includes a sheet of decals, designed and produced by the team of Collada and Cartograf, to model the vehicles shown in the book. An excellent title and very highly recommended. Our thanks to Brett at Sabot for the review copies this month.

David Grummitt

M1A1 in Iraqi Service
Includes Bonus Decal Sheet!!
Warmachines 04
Photo reference book
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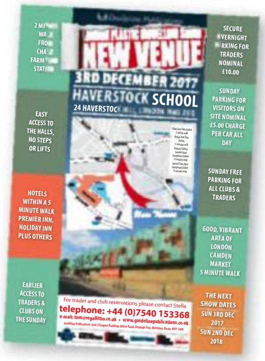
On Sunday 3 December Guideline Publications held their annual **'London Plastic Modelling' Show'** at a new venue, the Haverstock School in Chalk Farm, London. With on-site parking (albeit with a cleverly concealed entrance!) and great public transport links, it was a good venue and allowed a good collection of club stands, traders and modellers to assemble. The show had a very good atmosphere and it was nice to chat to some British modellers about what they want and expect from the magazine and from our show. We're looking to make it bigger and better next year and we'll be revamping the competition. The number of entrants was disappointing this year and, as David has said elsewhere, the 'feel' of British and European competitions is very different. Talking of shows, if you are hosting a show do please drop us a line and we'll happily publicise it for you on our Facebook page. Graham Lovell recently let us know of the **Ipswich IPMS show**. It's happening on **Saturday 23 June 2018** at the Ipswich and District Indoor Bowling Club, 136 Rushmere Road, Ipswich, Suffolk, IP4 4JU. The venue has parking, a bar, and a hot food outlet. The date has been chosen as it is the same day as the Ipswich Transport Museum's Model Day. You can email Graham at g43lovell@hotmail.co.uk for more information.



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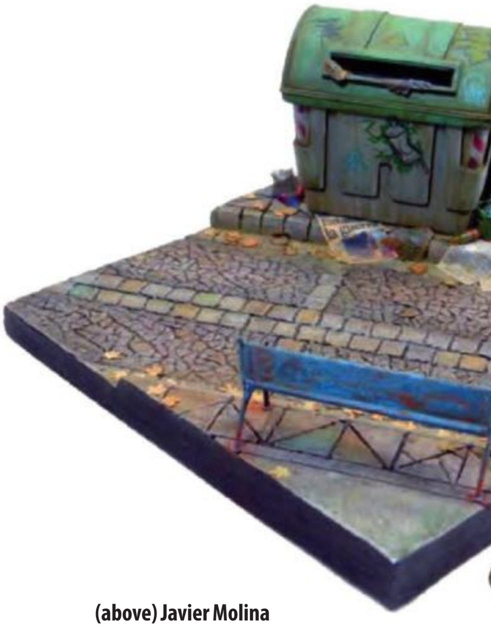
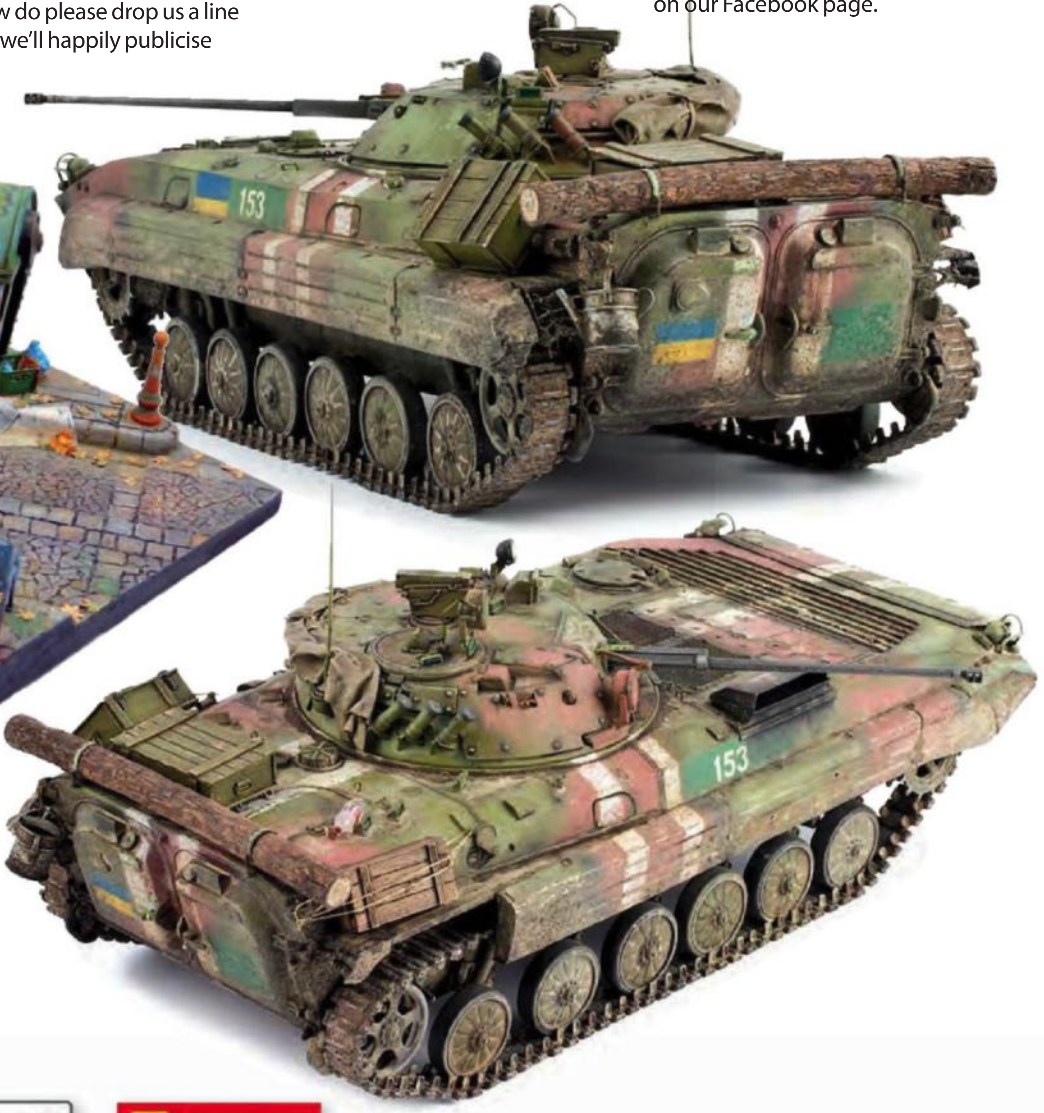
Our Facebook page now has over well over 63,500 followers, making it the biggest military modelling site on Facebook. If you are a manufacturer or retailer and would like to take advantage of the reach offered by our Facebook page to promote your products then please contact me, Tom Foxon, Guideline Publications' **Guideline Publications' Group PR and Marketing Director** (tom@regallitho.co.uk). Remember we're always happy to receive new products announcements and samples for review which will be featured in both the print magazine and on our Facebook page.





(above) Javier Molina finished this wonderful little urban vignette using Vallejo acrylic paints and weathering products.

(right) Marian Bunc has followed up his superb Ukrainian 2S3 SPG that graced the cover of our May 2017 issue with this equally stunning BMP-2 in Ukrainian colours. Look out for a full build article soon.

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